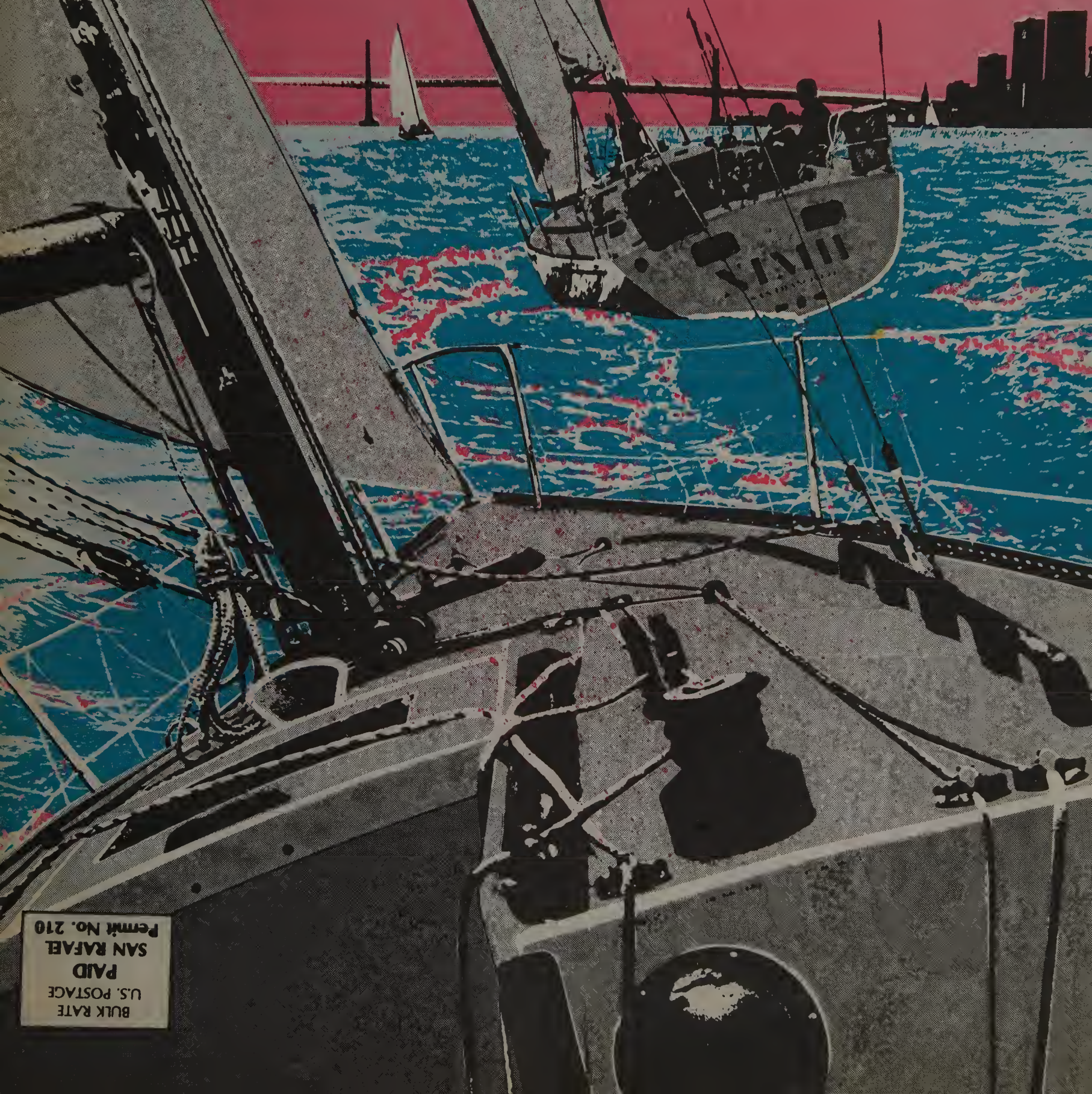


# Latitude 38

VOLUME 121, JULY 1987

CIRCULATION: 40,000



BULK RATE  
U.S. POSTAGE  
PAID  
SAN RAFAEL  
Permit No. 210

# SAILORS TRADE EIGHT YEAR LOVE AFFAIR FOR A



## CS30

Over 300 sold  
since 1985 model debut.  
*Come and see why.*



"We both loved our previous boat. She gave us over eight years of fun sailing on both the East and West Coasts. Then we experienced sailing a CS. It was incredible. The solid rod steering is effortless and precise. Interior amenities are beautiful, well-planned and it's packed with lots of features that we wished were on our old boat. After looking at other yachts, we really appreciated the high quality of the CS. We love the CS, and had to have one of our own."

Bob & Cynthia Fagan, Moraga

### AT OUR DOCKS:

- CS 30 Over 250 300 sold since 1985
- CS 36 Proven winner since 1977
- CS 36 *Merlin* — new for 1987
- CS 40 Boat of the year award

**MOVE UP  
TO A  
CS YACHT!**

**Call now for a  
CS demonstration**

**Get a free spinnaker or  
roller furling during July**

SZ	BUILDER	POWER	PRICE
26'	Wellcraft		\$22,500
26'	Carver		17,900
28'	Tollycraft		13,500
34'	Executive		75,000
40'	Owens		12,000
42'	Grand Banks		94,500
	<b>SAIL</b>		
22'	Catalina		4,000
24'	Bristol, dsl		13,900
24'	C&C		10,100
24'	J/Boat		11,200
24'	Flicka		27,000
24'	Cal		5,600
24'	S-2	now	9,500
25'	Merit	2 from	12,900
25'	US Yachts	from	7,995
26'	Dawson		9,000
26'	Pearson 26		14,900
26'	S-2 center cockpit		22,000

SZ	BUILDER	PRICE
26'	Westerly	16,500
27'	Bristol	8,900
27'	Catalina	from 13,000
27'	Cal	19,800
27'	CS Yacht	24,000
27'	Dufour	30,000
27'	Nor'Sea	from 34,500
28'	Islander w/dsl	28,000
28'	S-2	28,000
28'	San Juan 28	23,000
29'	Cal	24,000
29'	C&C	32,000
29'	Ranger	23,000
30'	CS	59,000
30'	Islander	28,500
30'	Pearson	33,500
30'	S-2 center cockpit	58,900
30'	Yankee	30,000
31'	Pearson 31	35,900

SZ	BUILDER	PRICE
32'	Westail	48,900
33'	Yamaha	43,500
33'	Pearson	33,000
34'	Cal	28,800
36'	CS	(offer pending) 78,900
36'	Islander 36	2 from 47,900
36'	S-2	(offer pending) 49,900
37'	Tayana ketch	84,000
37'	Esprit	69,500
40'	Morgan	70,000
40'	Newporter	61,000
40'	Vallant	from 97,000
41'	CT	70,000
41'	Islander Freeport	99,000
41'	Bounty	65,000
45'	Lancer	159,000
47'	Vallant, loaded	275,000
52'	Columbia	125,000
104'	Steel, ketch	195,000

Particulars are believed to be correct but are not guaranteed! Unless specified the hull materials are usually fiberglass.

**DANNA**  
YACHT CENTER, INC.

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**Dealers for the Best Built Boats**  
**CS YACHTS ★ VALIANT YACHTS ★ S-2 YACHTS**

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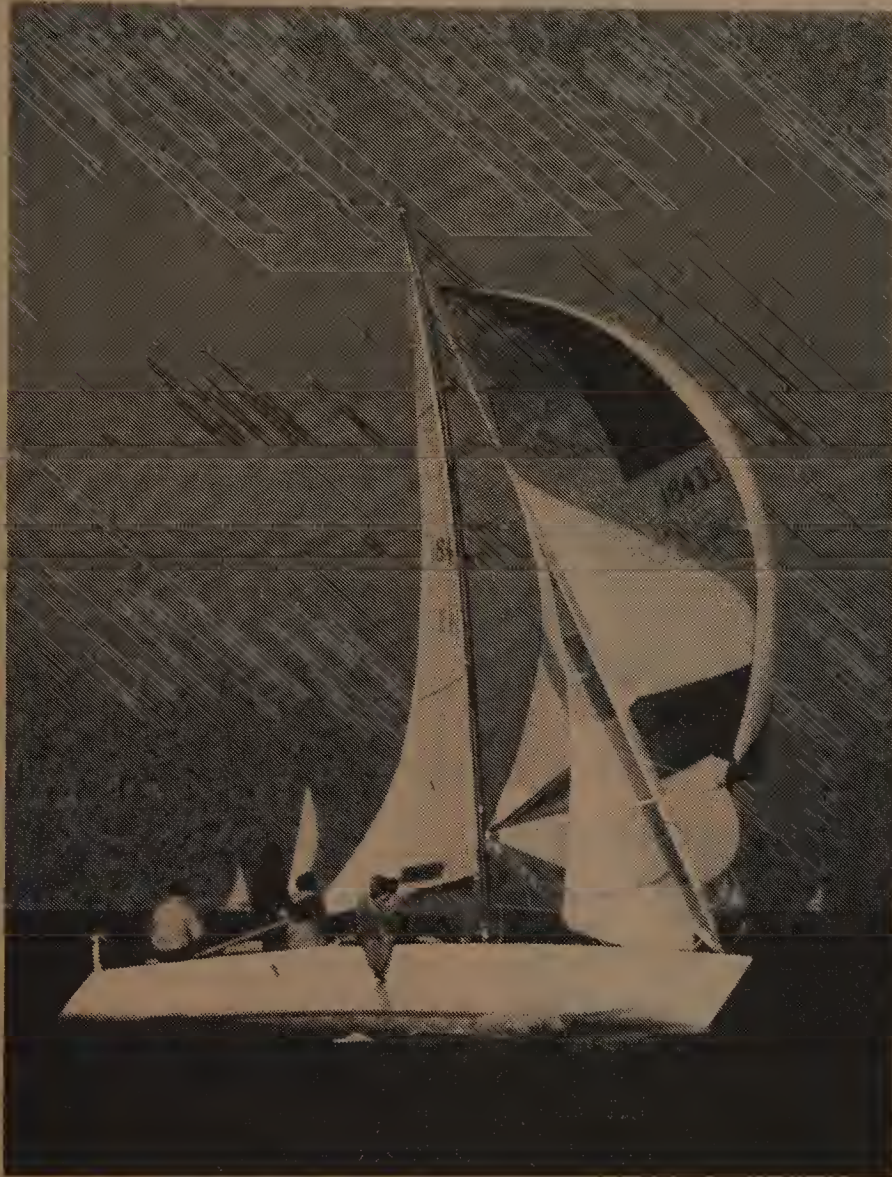
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**(800) 262-5959**

# Totally Awesome! New Wave . . .

Myles Ringle



**NEW WAVE\***

"New Wave," Buzz Blackett's Express 27, won last month's Midget Ocean Racing Association's Farallon Islands race.

That "midget ocean" presented many challenges: a shifty beat to the islands with winds building, then diminishing; and a close, windy spinnaker reach to the finish.

Buzz's Pineapple sails met each challenge: a main that's adjustable for the varying conditions, jibs that point the boat high and fast, and a spinnaker that behaves itself and outpaces the rest on the reaches and runs.

In "New Wave" talk Pineapple Sails are, like, way-fast! We mean totally! In plain terms, we're the best!

DEALER FOR: Henri-Lloyd Foul Weather Gear • Headfoil 2

Sails in need of repair may be dropped off at: Svendsen's in Alameda  
West Marine Products in Oakland • Boaters Supply in Redwood City



## PINEAPPLE SAILS

\*Powered by Pineapples

### (415) 444-4321

123 SECOND STREET, OAKLAND, CALIFORNIA 94607



**Cal 39 2-39. BEST BUY!.** Professionally maintained. New Reckman-furling jib. Auto-pilot. Loran WP/WS. Oversized self-tailing winches. Death in family forces sale. Priced far below market – shows far above market. \$74,950.



**1982 Almand 31.** Surprisingly huge interior sports an owner's aft stateroom. Diesel, wheel, teak interior. Lovingly cared for and it shows. Owner has new boat. \$41,900.



**1969 Cal 34.** Beautifully maintained by a conscientious owner. Recent renovations include new standing rigging and complete epoxy bottom. Nicely equipped with auto-pilot, dodger, club jib, plus genoas. A pleasure to view. \$34,500.



**1978 Pearson 323.** Wheel steering. Hot and cold water with shower. Quality by Pearson. Sistership. \$39,500.



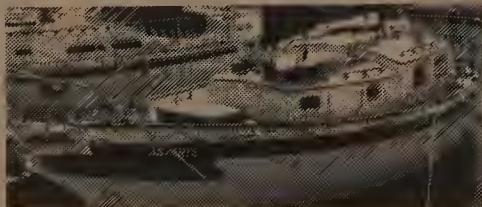
**1980 Southern Cross 28.** Looking for the pocket cruiser? Here it is! Gilmer designed double ended cutter built in New England by Ryder. Airex hull. Mexico vet. \$25,900.



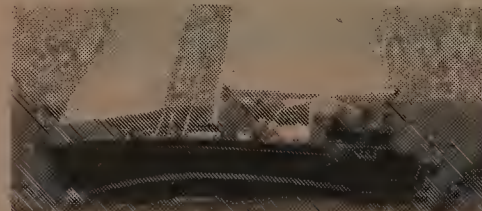
**1984 Bénéteau 38.** A performance cruiser with excellent handling characteristics. She features twin aft cabins plus fore cabin. Nicely equipped at \$95,000.



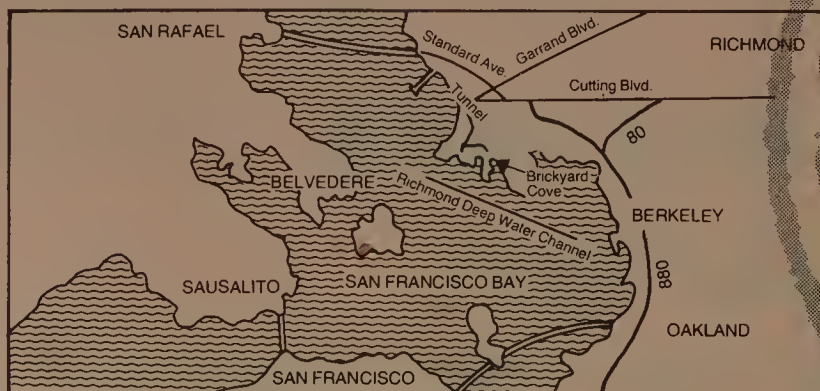
**Islander 36.** One of the nicest on the Bay. Properly equipped with diesel, wheel, roller furling, windlass, epoxy bottom, hot and cold water, inflatable dinghy, plus much more. Priced to sell at only \$49,000. Sistership.



**1972 Mariner 32 Ketch.** A very attractive traditional style cruise. Powerful Perkins 4-107 Diesel. \$34,900.



**Norwest 33.** Chuck Burns designed for the serious offshore cruiser. Cruise equipped with auto-pilot, loran, dodger. Rigged for single handler. \$58,000.



## Bay Area's Best Brokerage Buys

* 23'	Sprinta Sport	11,000
* 23'	Ranger	(2) 8,900
* 25'	Cal 2-25 Diesel, Sharp	16,950
* 25'	Cape Dory	10,500
25'	Freedom +	23,500
* 26'	International Folkboat	11,500
* 26'	Pearson	16,200
* 27'	Ericson	(2) 18,900
* 27'	Nor'Sea	(2) 31,900
* 27'	Cal T-2	11,200
* 27'	Vega, Swedish	17,000
* 27'	Cal 2-27	(2) 21,000
* 28'	Mair, ULDB by C&B	19,500
* 28'	Southern Cross	Must Sell 25,900
* 28'	Pearson	31,500
* 28'	Islander	(3) 28,000
28'	Ericson 28 +	38,950
* 28'	Newport	29,800
* 29'	Bénéteau	42,000
* 29'	Ericson, Excellent Buy	(2) 21,950
* 29'	Cal 2-29, Diesel, Wheel	22,300
30'	Ranger	36,000
* 30'	Pearson	24,000
30'	Newport	29,800
* 30'	Islander	26,500
* 31'	Allmand	41,900
* 32'	Pearson 323	39,500
* 32'	Mariner Ketch, Traditional	34,900
32'	Traveller	43,950
* 33'	Morgan Out-Island	34,950
* 33'	Nor'West 33, Cruiser	58,000
* 33'	Newport	48,000
* 33'	Hunter	41,950
* 33'	Wylie, Cold Mold	45,000
* 34'	Wylie	(2) 48,000
* 34'	Cal, Very Clean	34,500
* 34'	O'Day	54,000
* 35'	Columbia 10.7	44,500
35'	C&C Landfall	82,950
35'	Santana	54,950
* 35'	Ericson Bargain	29,000
* 35'	Coronado	42,000
* 36'	Allied Ketch	64,900
* 36'	Islander	49,000
37'	Gulfstar	70,000
* 38'	Catalina, Beautiful	69,500
38'	Bénéteau, 2 Aft Cabins	95,000
38'	Farallone Clipper	35,000
38'	Cabo Rico	60,000
* 39'	Cal MK II, Bristol	74,500
39'	Lancer Motor Sailer	105,000
39'	Freya	79,500
* 40'	Lidgard	89,500
* 40'	X-1 TON	125,000
* 41'	Newport	75,000
41'	Whitby Caribe	Must Sell 55,000
41'	Cheoy Lee	99,500
41'	Perry	125,000
42'	Pearson 424 Ketch	(2) 125,000
* 43'	C&C	78,000
* 43'	Farr 43	195,000
44'	Peterson Cutter	133,000
* 44'	Annapolis Rare	60,000
46'	Petersen	135,000
46'	Island Trader Ketch	165,000
46'	Farr 46, Cruiser	198,000
47'	Valiant	275,000
47'	Passport	(2) 165,000
50'	Steel Cutter	240,000

### Passage Yachts

1220 Brickyard Cove Road Pt. Richmond  
(415) 236-2633 (800) 233-4048

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 Eye on the competition.  
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## Exclusive Offering Farr 46 & Annapolis 44



### FARR 46

The original concept for the design of this boat was for a fast comfortable cruising yacht which could be short handed and cruised comfortably in both good and bad weather. The large cockpit makes for enjoyable relaxation in sunny weather with the spray dodger folded and with the rigid screen and the spray dodger up, it is possible to still sail enjoyably in bad weather when both rain and spray make normal yachting uncomfortable. The main hatch in this situation can be left open enabling a passage of air through the boat to provide a comfortable interior. By using roller furling headsails and self tailing winches it is possible to handle the boat with only two people. \$198,000.



### ANNAPOLIS 44 SLOOP

Bill Luder's Design "Severn". Veteran of many West Coast regattas Transpac division winner. Recently surveyed. 13 bags of sails. Naval Academy uses Annapolis 44's as training yacht. Rigged for the offshore cruiser. Too many extras to list. Priced to sell at \$60,000.

Exclusive Broker Passage Yachts



1220 Brickyard Cove Road Pt Richmond  
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**G. Banes**

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## CLIP THIS AD. AND SAVE OVER \$500!

Go for quality with Achilles' all-time favorite sport boat, the SD-124. Now being offered for a very special price during July.\* This 12'4" sport boat can be fitted with either a wooden or a low-maintenance aluminum floorboard.

**SD-124—Aluminum Floorboards**  
 Regular price \$2431  
 July only price 1799  
 Your savings \$ 632

**SD-124—Wooden Floorboards**  
 Regular price \$2029  
 July only price 1499  
 Your savings \$ 530



\*Manufacturer's suggested promotional price at participating dealers only. Actual price set by dealer. Taxes, freight and option charges extra. Price may change without notice. Motor not included. Prices good only through July 31, 1987. Clip this ad. Bring it in. And save at these Achilles dealers now.



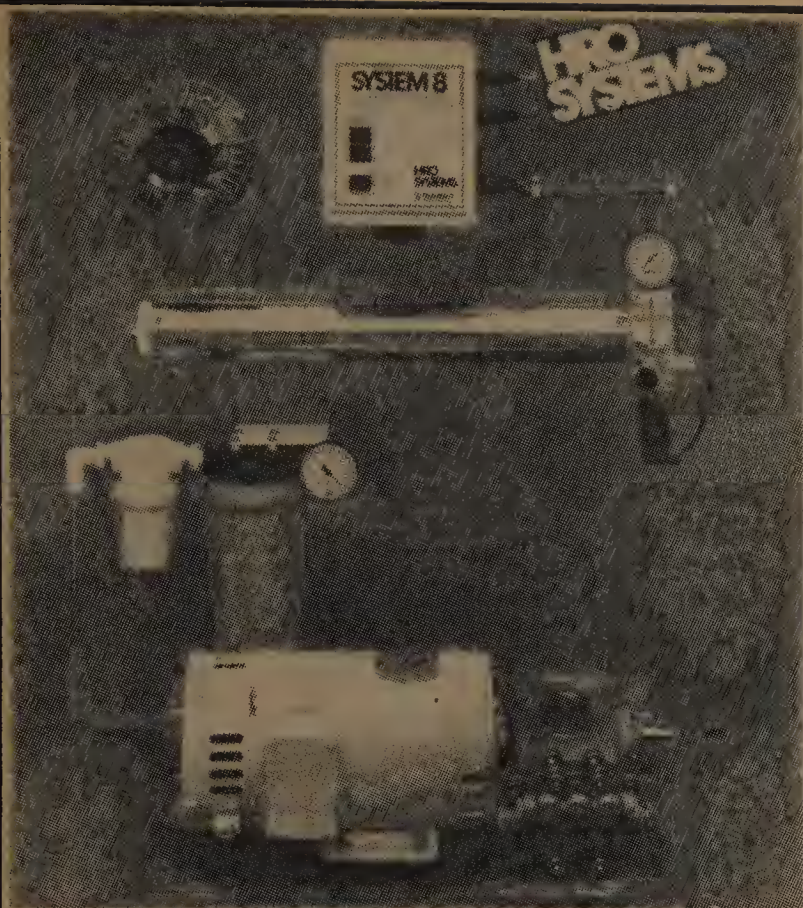
First in quality.

### West Coast Inflatables

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### West Coast Inflatables

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Communications

## 150 Gallons Of Fresh Water A Day!

The new **System 8** from **HRO Systems** requires no AC power at all to provide fresh water! **HRO's** unique system utilizes a second alternator attached to your engine to provide all the power necessary. Unlike some systems that force you to operate your engine at a constant speed, the **System 8** allows you to operate at any rpm between 1100 and 2500 rpm. As an added bonus, the alternator will provide a charging current of up to 70 amps to your batteries when the watermaker is turned off!

By utilizing a new patented manifold system **HRO** has been able to reduce the number of high pressure hoses to just one, allowing for more trouble-free operation and longer life. Modular design concept allows for installation in almost any boat with minimal space requirements while the entire system weighs in at less than 90 lbs. Other features include automatic water quality monitoring, automatic water diversion to ensure high-quality water output, and a fail-safe pressurization system to prevent overpressurizing the system. **All this in a system for less than \$2500!**

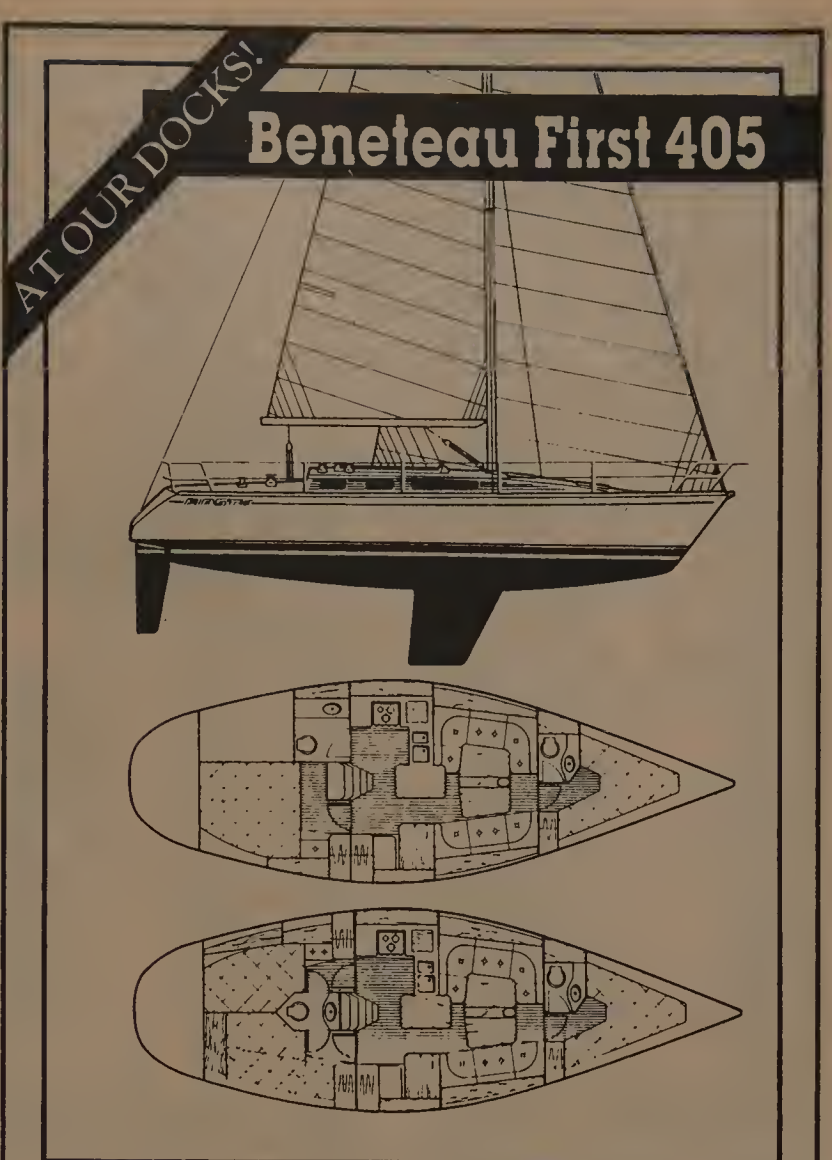
**HRO Systems** manufactures a full line of desalinators from 150 to 1,500 gallons per day. Give us a call for complete details on AC driven systems too.

Prices subject to change without notice.

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## Beneteau First 405

**S** Teaming up engineering excellence with sophisticated yacht design has resulted in yet another extraordinary Beneteau racer/cruiser.

The **FIRST 405**, a concept which stems from **PHOENIX's** individual victory in the '85 Admiral's Cup, delivers ultimate performance, maneuverability and control by positioning weight in the middle of the hull and installing a larger rudder blade further aft.

Although a true performer, the **FIRST 405** never loses sight of comfort.

**Bénèteau, because the sea demands the best.**

Draft - deep draft - 7'1"  
- shoal draft - 5'7"

LOA - 40'8"

LWL - 35'7"

Ballast - 7,694 lbs. approx.

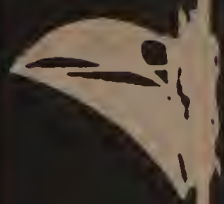
Beam - 12'11"

Displacement - 18,518 lbs. approx.



PassageYachts  
INC

1220 Brickyard Cove Rd.; Pt. Richmond  
(415) 236-2633; (800) 233-4048



# Sunset Yachts

3310 POWELL ST., EMERYVILLE, CA 94608 (415) 654-9185

## YOUR TIME IS VALUABLE! See The Largest Selection In ONE LOCATION!



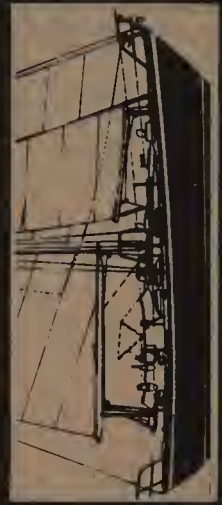
### SEA EAGLE 46

Try \$115,000 or \$1019/mo.  
Center cockpit p.h. New boat. Roomy, comfortable, livedboard.



### EXCALIBUR 42

Try \$100,000 or \$884/mo.  
Creaklock design, high performance cruiser. Beautiful aft cabin, desperate. Seller says make offer.



### TAVANA 42

Try \$100,000 or \$884/mo.  
1983. Like new, 2 page equipment list, classic lines.



### SWIFT 40

Try \$95,000 or \$840/mo.  
Sparkman Stephens design built to Lloyd's specs. Beautiful teak interior. Quality with performance.



### PEARSON 40

Try \$75,000  
High performance cruiser with all of the livedboard comforts. Seller needs offers!



### DUFOUR 39

\$110,000 or \$974/mo.  
German Frers design. Built in 1986. Better than new.



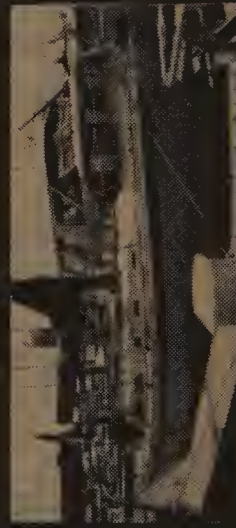
### WESTSAIL 39

Try \$80,000.  
Only \$707/mo.  
1980. Bob Perry design, cruiser/livedboard, excellent condition. Must see!



### ISLANDER 36

We have 5 of the best - gas, diesel, race, cruise. We have what you're looking for



### ERICSON 35

Asking \$35,000.  
Only \$309/mo.  
Partnership dissolving. Well-equipped



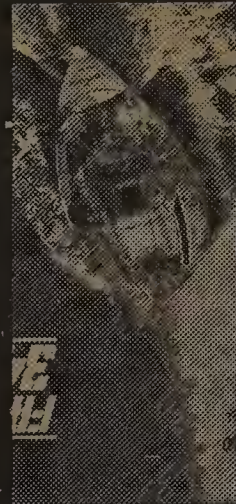
### CATALINA 38

Try \$66,000 or \$583/mo.  
1984 fully equipped for racing or livedboard. This boat is better than new



### O'DAY 39

Try \$77,000 or \$681/mo.  
1983. Three cabin layout, like new condition, motivated seller.



### FAST 34

Ron Holland designed performance



**BEST DEAL**

**TARTAN 33** Asking \$49,000 or \$433/mo.

Like new, S&S design. Quality 1979, family cruiser.



**RANGER 29**

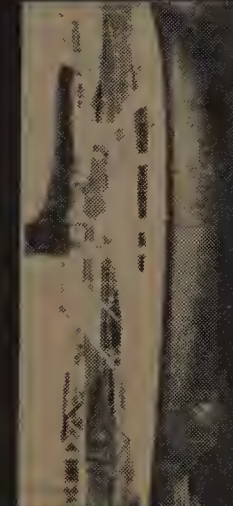
Try \$21,000 or \$191/mo.

Mull design, Bay cruiser, epoxy bottom.

**COLUMBIA 29**

Try \$19,000 or \$172/mo.

Like new, diesel, wheel.



**CATALINA 27**

From \$9,999 or \$111/mo.  
4 to choose from.

**ON OUR DOCKS:**

34' CI. Io Chio.	269,800
52' RK8 Assoc.	74,000
47' CHEVY LEE	105,000
46' ROSBOROUGH AUX. SCH.	125,000
46' SEA EAGLE	124,000
45' OUFOR	169,500
45' EXPLORER	110,000
45' GARDEN KETCH	99,500
45' PORPOISE KETCH	125,000
44' ISLANDER	61,500
42' ESCALLIBER	119,000
42' PEARSON 42.4	119,500
42' TAYANA	120,000
41' MORGAN	115,000

40' MOTIVA	110,000	34' NORTH COAST	46,000
40' PEARSON	93,500	34' PEARSON	75,500
40' SWIFT	105,000	34' TARTAN	79,900
39' CAL MARK II	80,000	34' WYLLIE	49,950
39' OUFOR	110,000	33' ISLANDER	24,000
39' WESTSAIL 2 from	92,000	33' NOR WEST YACHTS	24,000
38' KITTENBURG	84,000	33' TARTAN	58,000
38' MORGAN	18,000	33' YAMAHA	49,000
37' ENOAYOR 2 from	67,500	32' ALOHA	42,500
37' OYAY	73,000	32' COLUMBIA 9.6	71,000
36' ISLANDER 6 from	65,000	32' COLUMBIA SABER	65,000
36' CHINOOK	42,000	32' FUJI	37,500
35' C&C	30,000	32' MAX YOUNG	9,200
35' CHALLENGER	89,500	32' PEARSON 32-3	45,000
35' ERICSON 2 from	48,000	32' TRAVELLER	19,500
35' SANTANA	34,750	32' VALIANT	42,800
35' FUJI	55,000	31' ANGLEMAN	51,000
34' CAL	55,000		44,500
34' EAST	52,500		68,000



**ALOHA 32** Try \$65,000 or \$574/mo.

Owner moving up! Yacht has roller furling, dodger, propane heater, diesel, pure comfort.



**ERICSON 29**

Try \$25,000 or \$221/mo.

Fully equipped for liveaboard.  
Excellent condition.



**C&C 25**

Try \$10,000 or \$111/mo.

Out of state owner says "Sell my boat."

**O'DAY 22** Try \$4,000.

Owner would rather  
have you sailing than boat sitting.

**ERICSON 27**

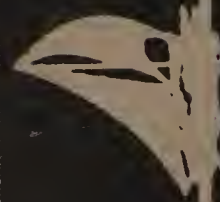
Try \$16,000 or \$145/mo.

Excellent starter boat, a real beauty.



27' SANTANA	14,500
27' SUDON MULL CST.	17,000
26' CHEVY LEE	17,000
26' COLUMBIA	8,500
26' INT'L FOLKBOAT	12,500
26' PEARSON 2 from	13,900
26' RANGER	10,500
26' SEAFARER	13,500
26' THUNDERBIRD	18,000
25' C&C	6,500
25' CATALINA	12,900
25' CHEVY LEE	15,500
25' CORONA 2 from	9,500
25' ERICSON 2 from	15,000
25' KIRBY	11,950
25' O'DAY	10,900
25' PEARSON ARIEL	6,500
25' US YACHTS	7,995
24' OESSEY	7,000
23' COLUMBIA	6,900
23' COSTAL REC	6,500

31' CHEVY LEE	33,000	29' ERICSON 2 from	25,500
31' ERICSON SLOOP	49,500	29' POINTEN	32,000
31' SEA EAGLE	37,000	29' RANGER	25,000
30' CATALINA 3 from	47,000	28' ALBIN MARINE 2 from	29,000
30' OUFOR	30,000	28' CAL	18,000
30' ERICSON	22,500	28' COLUMBIA	15,000
30' ERICSON	34,500	28' O'DAY	24,000
30' FISHER 2 from	44,500	28' PEARSON MKII	26,500
30' HUNTER 2 from	59,500	28' ROYAL CRUISER	24,500
30' ISLANDER	25,500	28' SANTANA	24,500
30' NEWPORT	29,000	27' BALBOA	26,000
30' PACIFIC SEACRAF	29,000	27' CAL	14,500
30' PEARSON	45,000	27' CAPE DORY YACHT	29,500
30' RANGER	30,000	27' CATALINA 4 from	9,900
30' RANGER	36,500	27' CHOY LEE	17,000
29' CAL	36,000	27' CORONA	20,000
29' CAL	24,500	27' ERICSON 3 from	13,950
29' CASCAOE	21,500	27' GAFF CUTTER	14,900
	31,000	27' HOT FOOT	15,000
			17,800



# Sunset Yachts

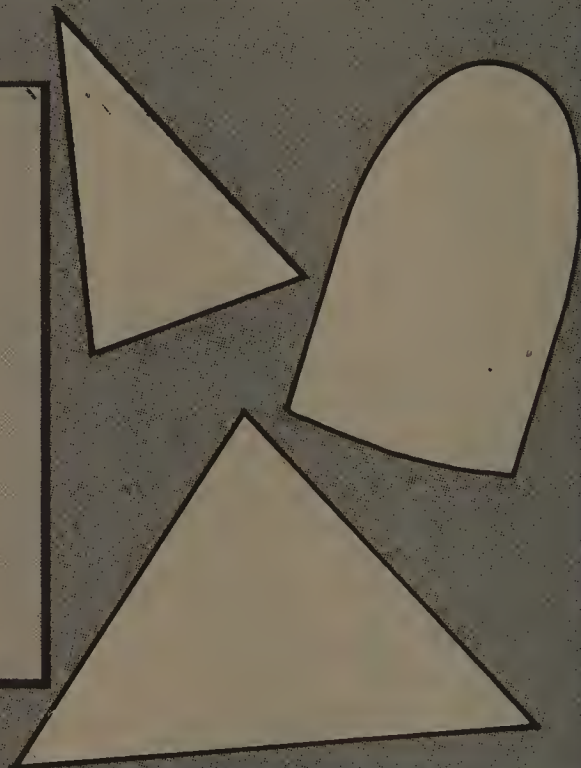
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## **Improving our:**

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- ★ Production
- ★ Turn Around
- ★ Quality



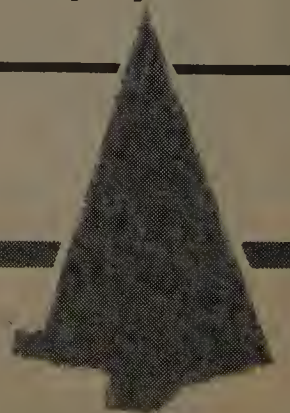
**We will not change . . .**

★ **Our friendly attitude**   ★ **Our dedication to service**  
Call and find out how we are growing, to help you!!

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**43 HANS CHRISTIAN.** A beautifully kept, race configuration ketch w/trad. interior & performance keel/skeg rudder. Won't be on the market long at **\$120,000.**



**FLICKA.** IB dsl, dodger, propane stove, AP, a trailer that's never been launched + all the amazing Flicka features . . . this could be a great Baja cruiser. **\$25,900.**



**FREEDOM 33.** All Freedom ease of handling & quality construction is here with an unusual & very cruise-oriented interior layout. She already has one Hawaii round trip in the log. **\$79,500.**



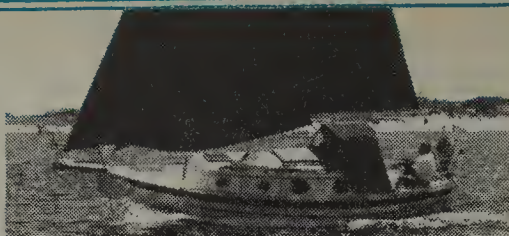
**GULFSTAR 43.** Big main & walk-in aft cabin. Off-shore equipment & history. 5k bottom treatment in '87. **\$89,500.**



**PACIFIC 38.** That's no canvas backdrop, it's the real thing. She's been there, done it & ready to go again. Wind-vane, AP, liferaft, SSB & 200 gal. water! **\$79,500.**



**CHALLENGER 32.** Big interior full of liveaboard potential. These boats were built extra strong. With a 4 cyl. dsl usually found in much bigger boats, she's like a work boat in party clothes. **\$34,500.**



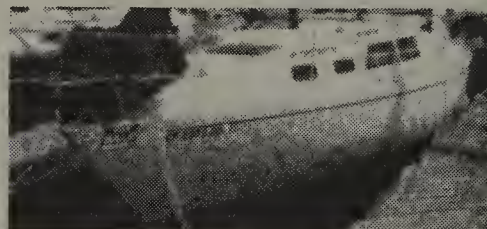
**DANA 24.** Virtually new yacht equipped by & for a dealer with first rate gear. Very low demo miles on top notch Pacific Seacraft quality. **\$49,500.**



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52' Garden . . . . .	110,000
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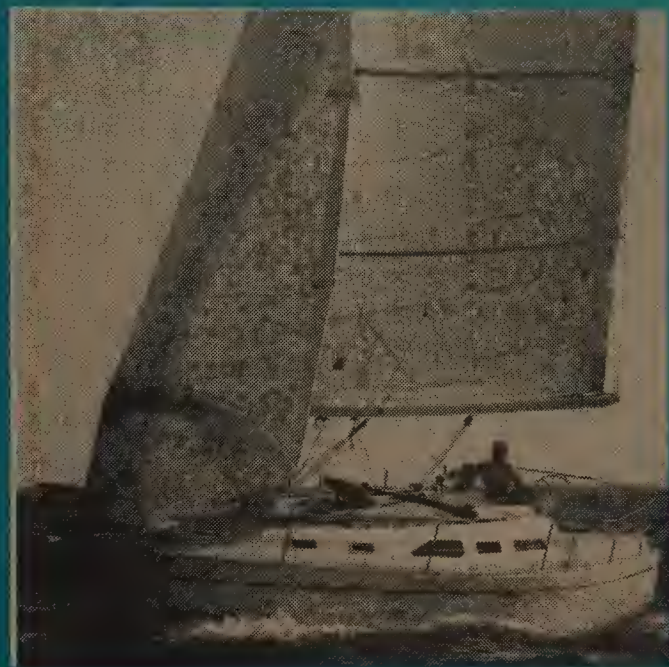
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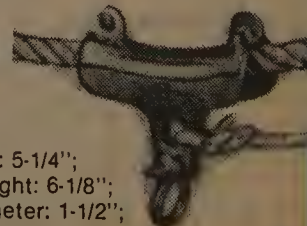
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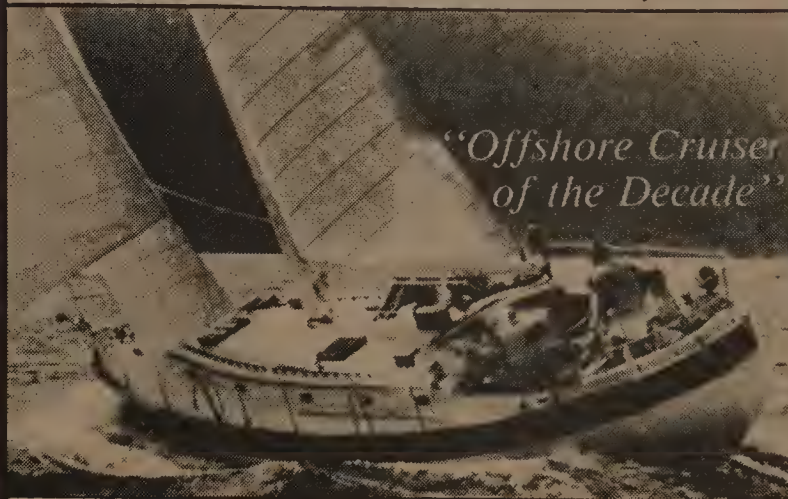
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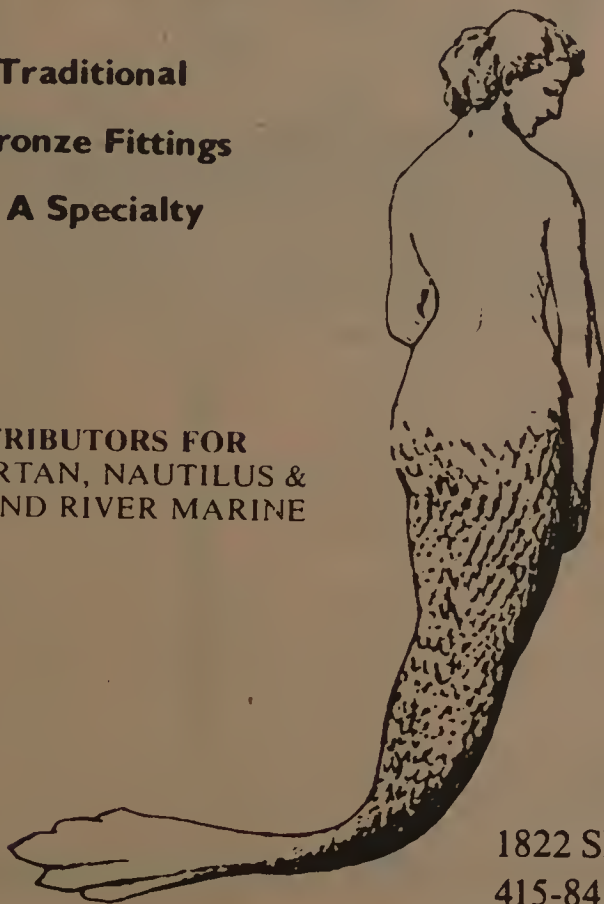
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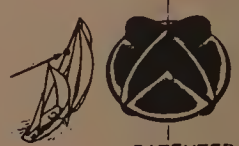
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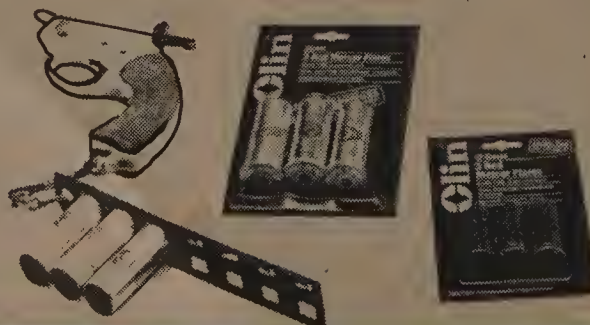
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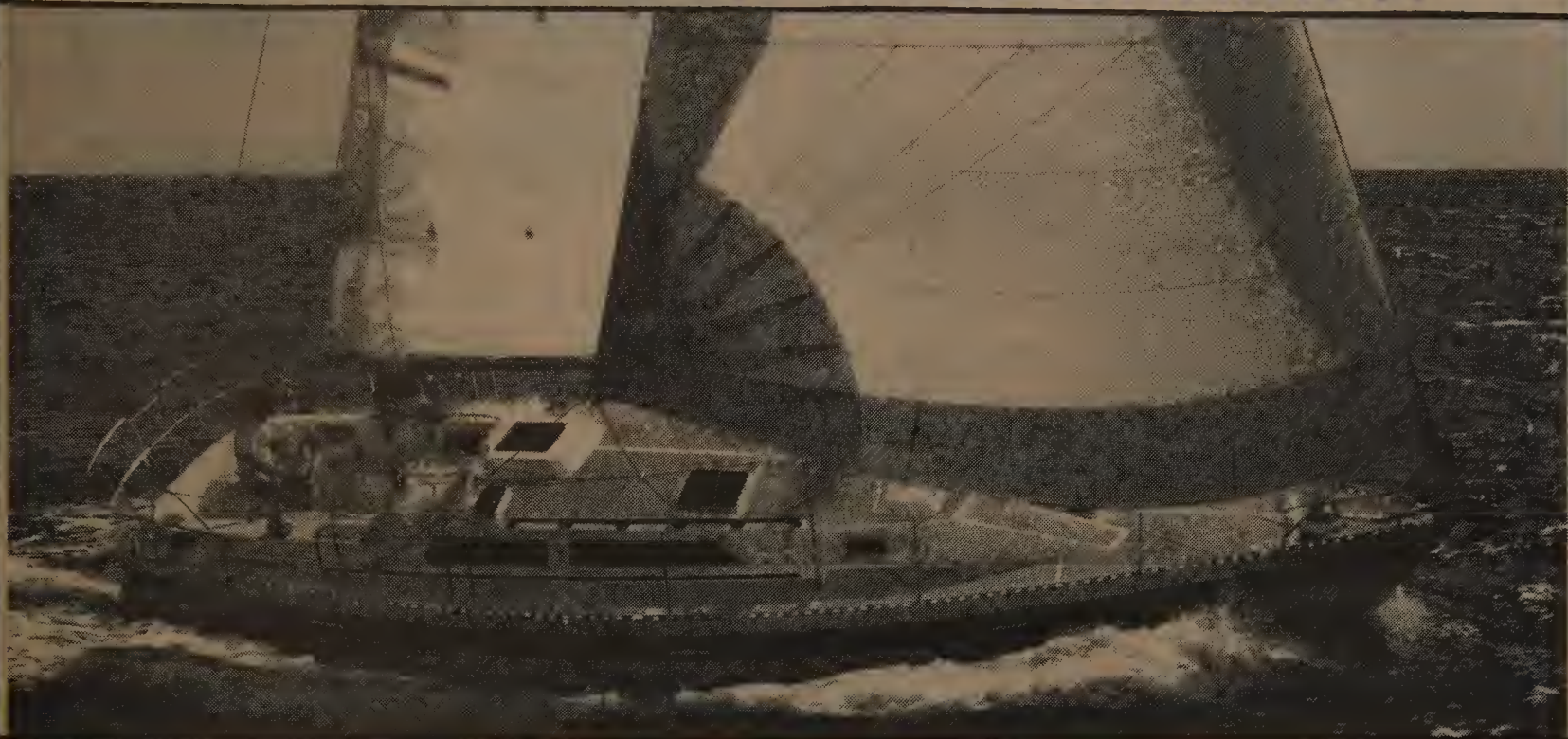
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30'	ERICSON	20,900
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35'	SANTANA	49,000
35'	SANTANA	55,000
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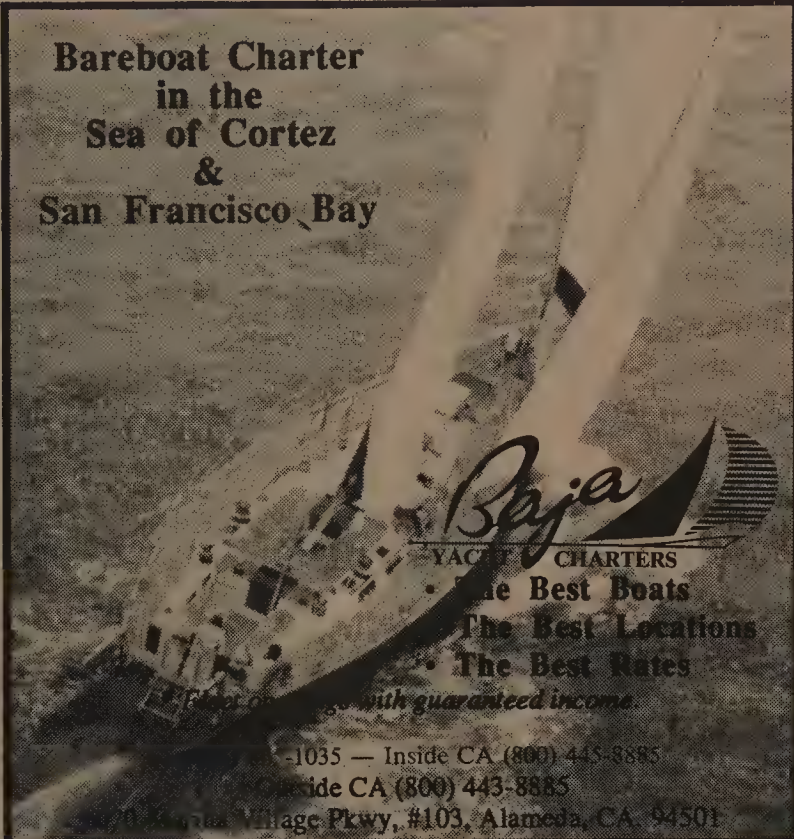
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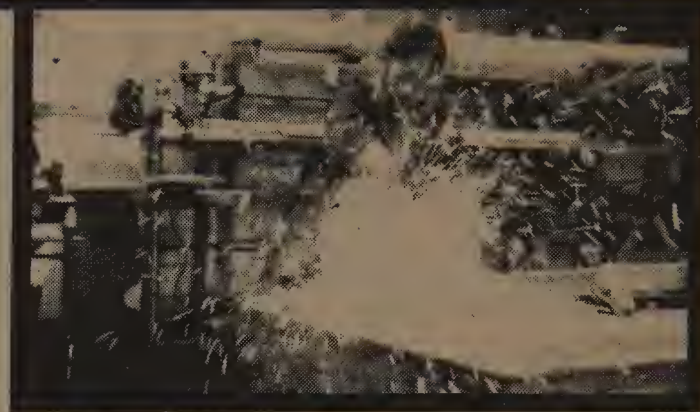
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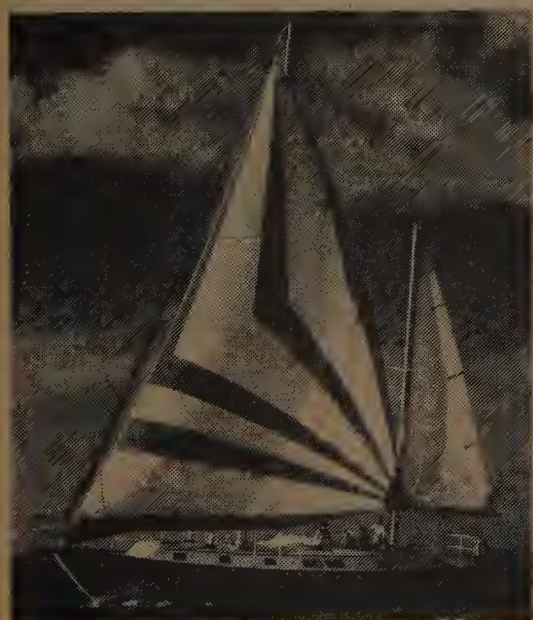
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**Shorthanded sailing is easy and safe with these fingertip-control advances from Hood—all dependable, tested up to 14 years**



**HOOD SEA FURL**—Roller-furl reef headsails from your cockpit. Fly two jibs downwind. Control big, full-cut head sails. Patented, double-swivel-action furling system reefs you fast, easily. Tested and refined 14 years. First choice of cruising sailors worldwide. Covered by Hood Guarantee.



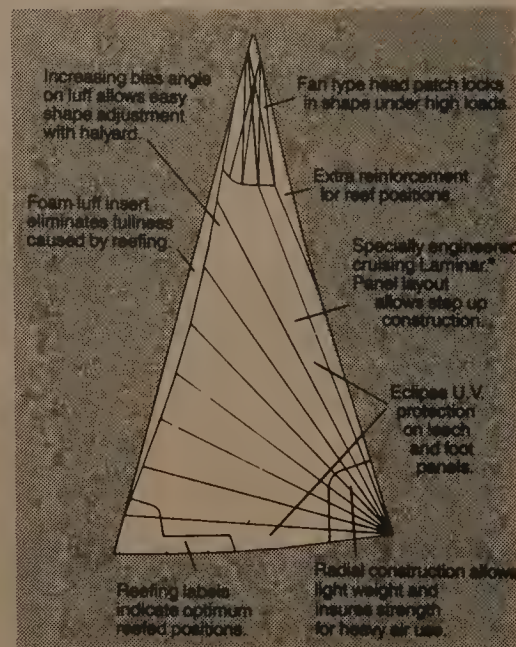
**HOOD MP-G**—(160%-Overlap.) When others becalm, you glide along. No engine needed! Sail upwind at 30 to 90 degrees in a 3-knot breeze. This genoa performs in wind up to 15 knots. (Fingertip control with squeezer.) Use on roller furling systems, or hank on. Easy to set, trim, and douse. Light weight, due to radial head and clew. Hood unique, tough, low-stretch nylon locks in draft, depth, and twist. (Choose from a riot of fabulous colors.) Covered by Hood Guarantee.



**HOOD MP-S CRUISING SPINNAKER**—First true cruising-spinnaker engineered for short-handed sailing. A unique combination-headsail. Stable and safe, like a genoa. 165% overlap for easy control. Sets and trims without tangles—or expensive gear. Close-reach to 40 degrees. Glide in a breeze of 5 knots or less—no engine needed! Unique fabric—tight weave, 3/4 oz. to 1 1/2 oz. nylon, developed from racing technology. (Choose from a riot of fabulous colors.) Covered by Hood Guarantee.



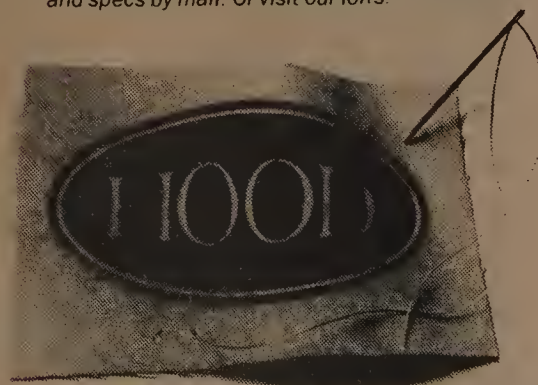
**HOOD STOWAY MAST**—Sail furls inside mast, safe from elements. Control from your cockpit: Unfurl and get underway in 30 seconds. Safely furl or reef in seconds, even in rough seas. You control amount of sail at every moment. Gives mainsail peak performance. Take sail off easily, even furling. Covered by Hood Guarantee. Newly engineered. Now at lowest price ever. Call for quote.



**HOOD STARCruiser GENOA**—(For furling systems.) Three sails in one; widens your wind range, reduces your sail inventory. In a whisper breeze, you glide along. In strong wind, reef easily to 115% or 95% overlap. Foot is marked. Reinforced especially for roller reefing. Durable for California—UV-coated. Covered by Hood Guarantee.

- **SAIL CONVERSION AND INSTALLATION**—Hood expert riggers come to your boat; they guarantee you proper rigging.
- **2-YEAR LIMITED GUARANTEE**
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466 Coloma Street  
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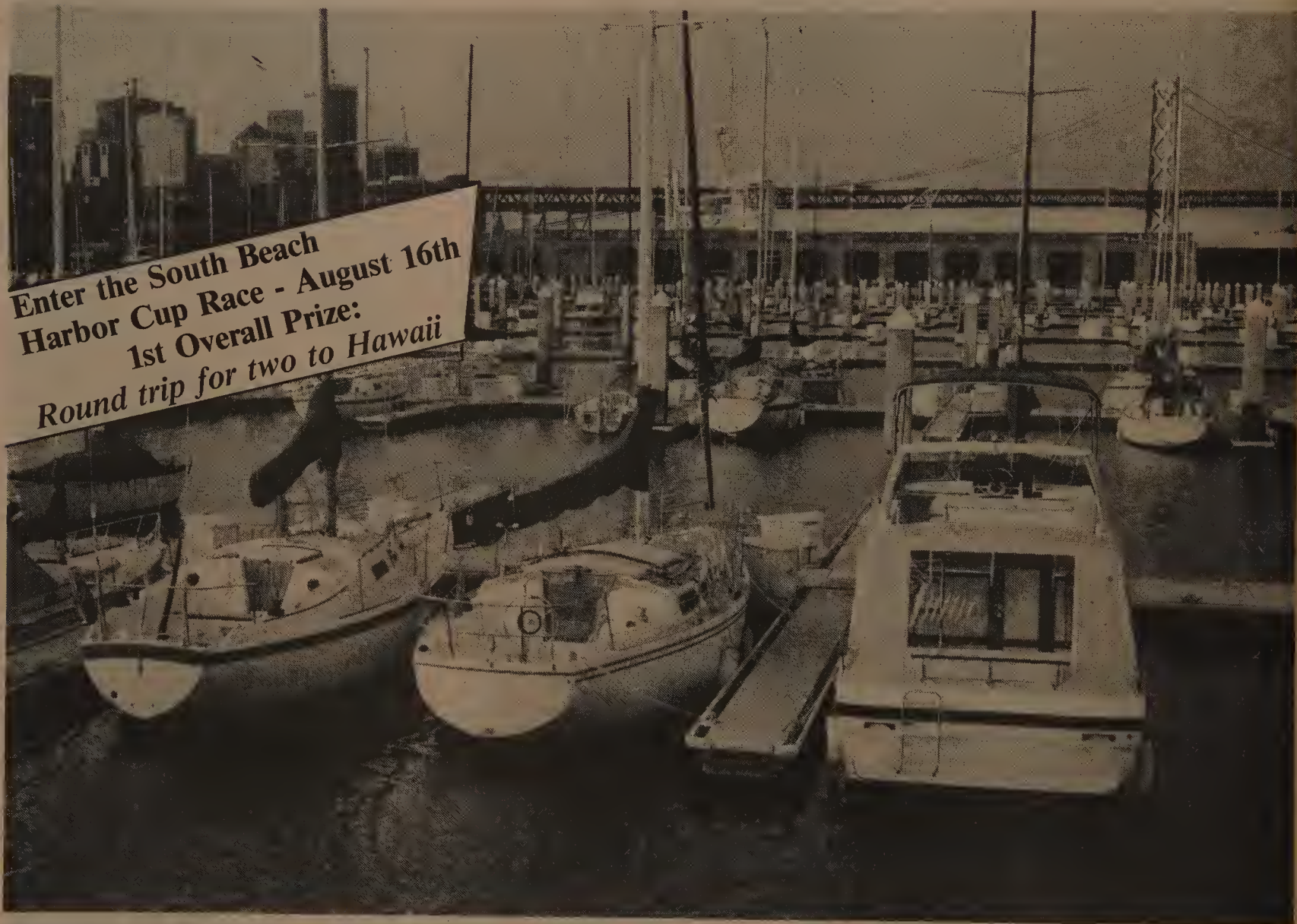
**COSTA MESA**  
861 W. 18th Street  
Costa Mesa, CA 92627  
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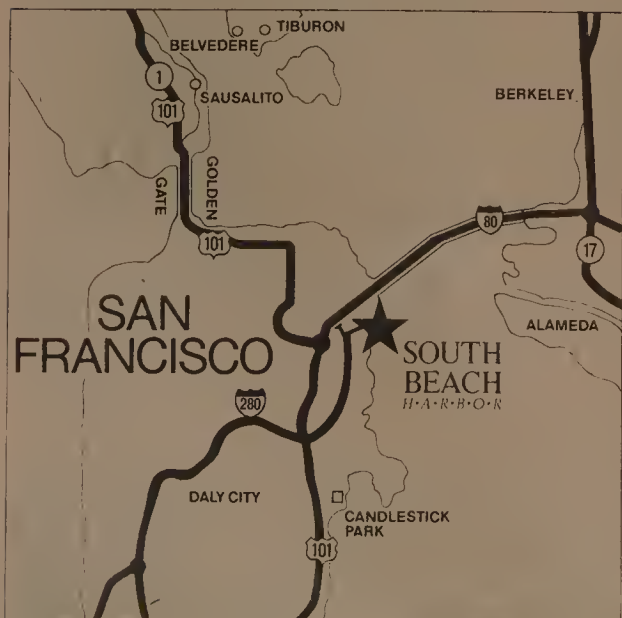
with this ad—expires August 15—Free Hood Squeezer with MP-S Cruising Spinnaker.

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# 30' - 50' berths for rent on the San Francisco waterfront at the new South Beach Harbor.



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- ★ 5 minutes away from downtown San Francisco

## South Beach Harbor

The Embarcadero at Pier 40, San Francisco, CA 94107  
Harbor Master: (415) 495-4911

# CALENDAR

## Nonrace

**July 3** — Tahoe Yacht Club/Chambers Landing Invitational Antique Boat Show. 10 a.m. to 3 p.m., admission free. Call (916) 525-5227 or (702) 329-9084.

**July 3** — Cruising program, "Log of the Avaiki", by Richard Guches. Stockton Marine, Sacramento, 7:30 p.m. For more information call (916) 332-0775.



Express 27s slam through chop on the Bay.

**July 4-5** — USS *Missouri* and several other Navy ships will be open for public viewing in San Francisco. The *Missouri* will be open from 10 a.m. to 4 p.m. at Pier 30-32.

**July 13** — Lecture by Chuck Davis, architect of the Monterey Aquarium. Reception 6:30 p.m., presentation 7:15 p.m. at Fort Mason Center, Building C, Room 300, San Francisco. Free for members of the San Francisco Bay Chapter, Oceanic Society. Call 441-5970.

**August 22-23** — Newport Beach Wooden Boat Festival. Restored boats, wooden boat equipment, parade in Newport Beach Harbor and a contest for "best dry rot". For more information call (714) 644-8211.

**Through August 31** — Canvas, Oil and Water. Marine paintings on display at National Maritime Museum, foot of Polk Street, San Francisco. 788-8300.

**September 20-27** — Oakland SeaFest '87. Free exhibits, films, lectures, concerts and panel discussions marking the Port of Oakland's 60th anniversary.

## Racing

**July 2** — TransPac starts. Transpacific race from Los Angeles to Honolulu. Contact James Rodgers, (213) 427-5867.

**July 4** — 36th Annual Boreas Race, San Francisco to Moss Landing. For information, contact Joan Powell, (408) 425-1458.

**July 5** — Lake Merritt Sailing Club Mayor's Cup. For details call John Hege, 832-4261 or Ken Housfeld, 530-8142.

**July 5-10** — International Thunderbird World Championships. Victoria, British Columbia.

**July 11-12** — Encinal Express. Regatta for all Express boats on the Bay — 27s, 34s and 37s. Sponsored by Encinal YC.

**July 11-12** — Pacific Interclub Yacht Association Cup Competition on the Bay. Big Lipton July 11, Little Lipton series July 11-12, Larry Knight series July 11 and 12, and the Chispa series for El Toros July 12. For information call Dianne Chute at 331-5770.

**July 11-12** — Twentieth Annual Trans-Tahoe race. Between 80 and 120 boats expected. Course will be about 30 miles, starting and ending at Homewood. Call Jim Gregory, (916) 581-3076 or Bryce Griffith, (702) 322-3077.

## CUSTOM DODGERS!



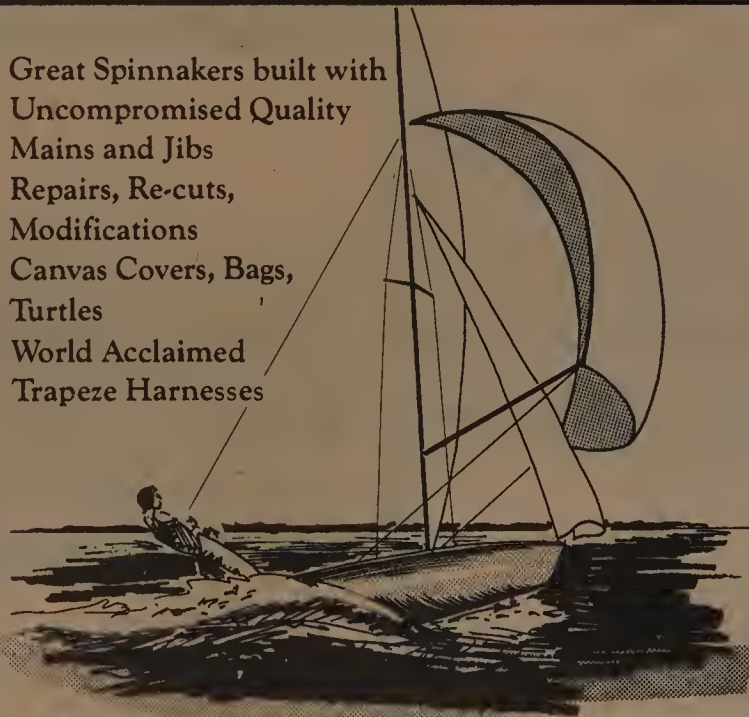
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36' ANGLEMAN, 1977	55,000
36' "J" PEARSON TILSO	86,000
35' TRIMARAN, 1978	40,000
35' HO SANG JUNK, 1971	80,000
35' CAL, 1980	69,500
34' SLOOP, 1984	52,500
34' MOODY, 1984	63,000
34' ISLANDER, 1978	35,500
34' FISHER, 1984	115,000
34' CAL, 2 frm	29,900
33' RANGER, 1974	33,000
33' LOD	18,000



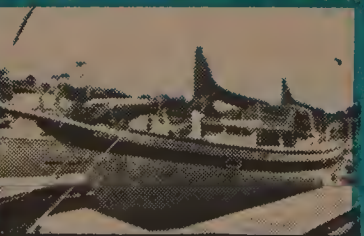
**41' SEA TIGER**. Elegance to live aboard, comfortable while cruising, seaworthy in every respect. "Ondine" has crossed the Pacific twice. \$79,000

33' HUNTER, 3 frm	39,500
33' HANS CHRISTIAN, 1981	87,500
32.6' PEARSON YACHTS, 1965	32,500
32' WESTSAIL, 2 frm	45,000
32' TRAVELER, 2 frm	49,500
32' FUJI, 1976	44,000
32' ELITE, 1985	55,000
32' CORONADO, 1973	49,995
32' ARIES, 1979	39,500
31' SOUTHERN CROSS, 1976	48,000
31' PEARSON, 1979	43,000
31' CHEOY LEE, 2 frm	29,000
30' TAHITI KETCH, 1978	49,500



**45' MULL, 1981**, custom built aluminum high performance cruiser, low maintenance exterior, light ash interior. 130,000

30' RUWSON, 1962	28,000
30' ROBERTS, 1972	13,500
30' PEARSON, 4 frm	26,800
30' PALMER JOHNSON, 1972	35,000
30' PACIFIC SEACRAFT, 79-80	29,000
30' ODYSSEY, 1966	26,000
30' NEWPORT, 2 frm	31,000
30' MORGAN, 1970	22,500
30' LANCER, 1978	24,000
30' KAUFMAN, 1980	29,000
30' IRWIN, 1980	35,500
30' ERICSON, 1969	27,000
30' COLUMBIA	26,500



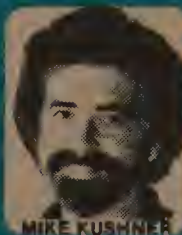
**41' FREEPORT**. 1977, refurbished '87, tanbark sails, 6-cyl diesel, onan generator, cockpit dodger & new auto pilot. Looks like new. \$110,000



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105' LOGGERT, 1903	200,000	41' RHODES, 1960	53,000
59' KETCH, 1981	250,000	41' PERRY, 1979	125,000
56' NEW FRONTIER, 1987	Offers	41' LITTON MARINE, T, 1983	79,500
56' GARDEN	56,000	41' KETTENBURG, 1908	54,000
54' GARDEN KETCH, 1982	85,000	41' FREEPORT, 1977	110,000
53' RUTHERFORD, total	140,000	41' FORMOSA, 1972	79,500
52' COLUMBIA	125,000	41' CHEOY LEE, 1979	110,000
52' CHEOY LEE, 1980	315,000	40' HUNTER	110,000
50' COLUMBIA	119,000	40' SWAN, 1971	90,000
50' TRIMARAN, 1978	258,500	40' LANCER, 1982	110,000
50' GULFSTAR, 1977	125,000	40' ISLANDER/MOORE, 1981	85,000
49' CHINESE JUNK, 1983	67,500	40' HINCKLEY, 1963	89,500
47' VALIANT, 1982	275,000	40' FREEDOM, 1981	152,000
47' SLOOP, 1928	28,000	40' FARR, 1984	125,000
46' PETERSON, 1979	135,000	40' COLUMBIA, 1965	49,900
46' IRWIN KETCH, 1980	106,500	40' CHALLENGER, 1974	89,000
46' GARDEN KETCH, 1975	115,000	39' MARINER, 1986	114,000
46' ABEKING KETCH, 1935	22,000	39' LANDFALL, 1979	85,000
45' PORPOISE KETCH	110,000	39' ERICSON, 1972	75,000
45' STEPHENS BROS, 1937	57,500	39' COLUMBIA, 1971	45,000
45' LANCER, 1983	149,000	38' MORGAN, 1981	82,000
45' GARDEN KETCH, 2 frm	125,000	38' HANS CHRISTIAN, 3 frm	85,000
45' CUSTOM MULL, 1981	130,000	38' EASTERLY, 1978	79,000
44' PETERSON, 2 frm	130,000	38' CHINESE JUNK, 1986	51,500
44' ISLANDER, 1974	80,000	38' ALAJUELA, 1977	85,000
44' HARDIN, 1979	130,000	37' ISLANDER, 1974	35,000
44' GARDEN, 1962	58,000	37' ENDEAVOUR, 1979	70,000
43' OFFSHORE, 1979	85,000	36' YAMAHA, 1981	79,000
43' KIWI/ROGERS, 1983	100,000	36' SANDPIPER, 1922/8	39,000
43' DEBORDE, 1963	36,500	36' PEARSON, 1977	79,750
43' C&C, 1973	120,000	36' OKOMOTO, 1956	34,500
43' ALDEN SCHOONER	95,000	36' ISLANDER, 1972	44,500
42' WESTSAIL	95,000	36' ISLANDER, 1978	55,000
42' PEARSON, 1981	125,000	36' HUNTER, 1981	58,000
42' AARUS SLOOP, 1938	27,500	36' FREEPORT, 2 frm	75,000
41' SLOOP, 1985	105,000	36' CHEOY LEE LUDERS	46,000
41' RODNEY PAUL, 1936	48,000	36' CHEOY LEE, 2 frm	55,000

**POWER BROKERAGE**

96' BROWARD, 1956	685,000
80' TACOMA TWLR, 1927	125,000
76' STEPHENS, 1973	800,000
70' S.A. WILLIAMS, 1936	125,000
65' NORDLUND 79	550,000
60' STEPHENS, 1966	350,000
60' PACEMAKER	250,000
57' CHRIS CRAFT, 1969	215,000
57' CHRIS CRAFT, 1970	225,000
56' PILOTHS SEDAN, 1952	166,000
55' CHRIS CRAFT, 1962	130,900
53' MONK, 1971	140,000



**42' UNIFLIGHT '73** motor yacht, twin cum 8V903MM 350HP diesels, radar, generator, auto pilot. \$140,000

53' BLUEWATER	230,000
52' BLUEWATER, 1982	169,000
52' BELL, 1984	230,000
50' OCEAN, 1983	250,000
50' LONG BEACH CO., 1961	125,000
50' CHRIS CRAFT, 1960	89,500
50' CHRIS	110,000
49' ALBIN, 1979	165,000
43' CHRIS CRAFT, 1982	69,500
47' STEPHENS, 1955	99,950
47' PACEMAKER, 1970	126,500
47' MONK, 1962	80,000
45' MATTHEW, 1968	90,000



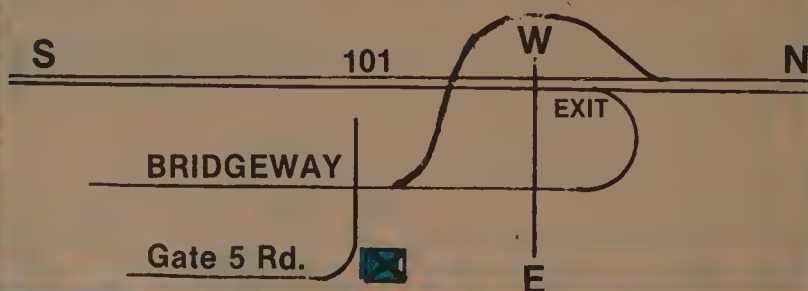
**36' SEA EAGLE '78** turbo dsl twlr, pristine cond., FG w/teak Int. Ready for open sea. Asking \$65,000

44' PACEMAKER, 1966	121,000
44' GULFSTAR, 1980	180,000
43' STONINGTON, 1955	40,000
43' STEPHENS, 1929	39,900
43' PRESIDENT, 1983	169,000
43' DEFEVER, 1980	125,000
43' CALIFORNIA, 1985	236,500
42' UNIFLITE, 1973	140,000
42' GRAND BANKS, 1968	79,500
42' CHRIS CRAFT, 1964	69,500
41' P.T., 1980	109,000
41' MATTHEWS, 1952	39,500
41' LUHRS, 1979	89,000



**30' SCOUT**. A sailors dream, fiberglass reproduction of a classic, roomy cockpit for fishing and entertaining. Charming. \$44,750

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# CALENDAR

**July 11-12** — Small Boat Racing Association, Division C. Santa Cruz YC. Call Gene Harris, 548-3730.

**July 17-19** — Day Sailer Pacific Coast Championships, Huntington Lake. Call (209) 453-0142 or (209) 224-0203.

**July 18** — Silver Eagle Race. 80-mile race from Pt. Bonita, the South Bay, North Bay and back. Call Christine Peterson, 763-9605.

**July 18-19** — Small Boat Racing Association coordinates United States Yacht Racing Union Area G regional junior championships at Ballena Bay, hosted by the Diablo Sailing Club. For information call Paul Klipfel at 569-0361.

**July 18-19** — Moore 24 Pacific Coast Championship. Santa Cruz. Call Joel Veruitti, (408) 623-2532.

**July 18-19** — Cal 25 association regional regatta. Berkeley YC. Events for cruisers, too. Call Albert Saporta at 221-4916 or Ed Shirk at 548-1447.

**July 25** — Plastic Classic. For fiberglass boats built or designed in the '60s. For information call John Super, 826-8370.

**July 25-26** — Small Boat Racing Association. Monterey Peninsula YC. Divisions B&C. Contact Gene Harris, 548-3730.

**July 25-31** — El Toro Nationals. Kanehoe Bay, Hawaii.

**July 31** — Santa Barbara to King Harbor race, with classes for IOR, PHRF, ULDB and multihulls, sponsored by the Santa Barbara and King Harbor yacht clubs.

**August 1-2** — Mallory Cup, hosted by Monterey Peninsula YC. Contact Tom Allen, (415) 474-7474.

**August 15-16** — 20th Annual West Wight Potter Regatta at Encinal YC in Alameda. For information call Barbara Simpson, 254-2621.

**August 16** — South Beach Harbor Cup Race. First prize is a trip for two to Hawaii. Contact Debra Jose, 563-1731.

**August 29** — Small Boat Racing Association, Division A Fremont Sailing Club. Contact Gene Harris at 548-3730.

**August 29-30** — Small Boat Racing Association, Division B. Inverness YC. Contact Gene Harris at 548-3730.



Birds continue one-design summer series.

**October 12-18** — U.S. Yacht Racing Union women's offshore clinic and racing series. Instruction and racing on J/29s. San Francisco YC, Tiburon. Contact Katherine Kipp, Box. 551, Stinson Beach, CA 94970, or call 868-2708.

**October 17-18** — Santana Team Race, sponsored by the Berkeley YC, Berkeley Marina and Marriott Hotel. Open to all Northern California Santanas. Hosted by the Bay's Santana 35 fleet. Contact Shelley Graham, 261-6556 or (408) 243-3526.

**November 13-27** — Long Beach to Cabo San Lucas Invitational Race. Call (213) 598-9401.



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FOOT OF MARIPOSA  
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# CALENDAR

All of the above races are open to the public. Some clubs have their own series for members only, so check with your club's race chairperson.

Please send your calendar dates **by the 10th of the month** to Latitude 38, P.O. Box 1678, Sausalito, CA 94966. Send early, send often, but *please* only one announcement per page!

Calendar listings are announcements, and any events that are free or cost less than \$5 to attend. The *Calendar* is **not** meant to support commercial enterprises.

## July/August Weekend Tides

date/day	max current	slack	max current
7/04/Sat		0231	
	0501/1.6F	0757	1041/2.3E
		1352	
7/05/Sun	1712/2.3F	2021	2325/3.2E
		0334	
	0614/1.9F	0923	1144/1.9E
7/06/Mon		1447	
	1803/2.2F	2104	
		0022/3.7E	
7/11/Sat		0432	
	0724/2.4F	1042	1250/1.7E
		1549	
7/12/Sun	1854/2.2F	2150	
		0114	0446/6.1E
		0844	
7/18/Sat	1150/4.6F	1519	1728/2.4E
		2024	
	2323/3.2F		
7/19/Sun		0206	0535/6.1E
		0931	
	1236/4.7F	1603	1817/2.7E
7/25/Sat		2118	
	0539/2.3F	0246	
		0837	1056/1.9E
7/26/Sun		1425	
	1727/2.3F	2025	2338/3.5E
		0354	
8/01/Sat	0659/2.5F	0959	1213/1.4E
		1529	
	1829/2.0F	2116	
8/02/Sun		0112	0435/4.6E
		0838	
	1146/3.6F	1500	1714/1.9E
8/08/Sat		2018	
	2304/2.5F		
		0151	0511/4.7E
8/09/Sun		0912	
	1215/3.6F	1532	1744/2.1E
		2053	
8/15/Sat		0035	
	0323/2.0F	0618	0913/2.6E
		1210	
8/16/Sun	1532/2.4F	1834	2147/3.4E
		0139	
	0426/2.0F	0736	1009/2.0E
8/22/Sat		1253	
	1621/2.1F	1915	2244/3.6E

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- ★ \$98.00 (from San Francisco)
- ★ Includes R/T Air Fare — Provisioning — Yacht ★
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Possible equity trade for 40-ft to 45-ft cutter

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Dorado Marine announces a technological breakthrough towards achieving and maintaining ultimate hullspeed...month after season after year. It's a non-toxic, drag-reducing, fuel-saving, go-faster, long-lasting bottom covering that's easily applied over your present anti-fouling paint.

We call this ingenious new product...  
**HULLSPEED<sup>TM</sup>.**

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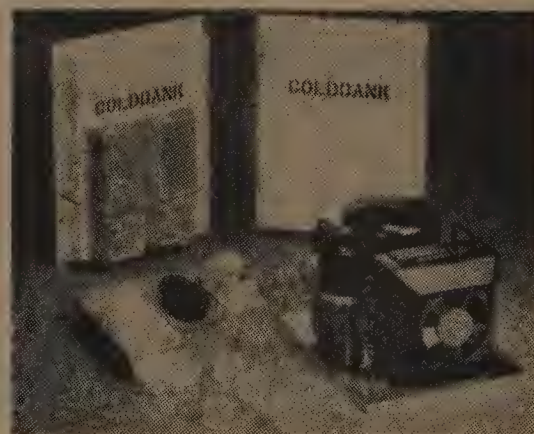
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# LETTERS

## □ MORE ON THE JONES ACT

In your May issue you printed John and Judy McCandless' crew agreement. Reference was made also to my letter in the March issue concerning the Jones Act. The McCandless' expressed an interest in learning how effective their agreement would be in keeping their liability for passengers in line with reason.

Unfortunately, the McCandless agreement runs into the same problem I mentioned in my March letter. Namely, that if your crew can be shown to meet the wide open definition of "seaman" under the maritime law, then the Jones Act applies. The Jones Act, you may recall, says that seamen are entitled to workmen's compensation benefits under the Federal Employers Liability Act as well as specific remedies for injury and death under the maritime law. As I also pointed out, liability and potential damage recovery under these laws are much greater than under ordinary tort law. The kicker is that the Federal Employers Liability Act invalidates any attempt to limit an employer's liability by contract.

So it would seem that Article 6 of the McCandless agreement won't do anything so long as the crew can qualify as "seamen". In fact the contract is almost certain to convey seaman status by its own terms since it recites that the "crew agrees to provide reasonable daily assistance in sailing and maintaining the vessel . . ." That statement alone would probably stand to make the crew employees, which is just what the Jones Act is all about.

My earlier letter explained that the Jones Act is a part of the overall workers compensation reform which occurred in the early 1900's. Seamen were considered workers. The present day problem with the Jones Act is that the definition of a seaman (worker) is so broad that it includes crew members on recreational boats. Some federal district courts have seen the folly of this, particularly in motorboat and water-skiing accident cases, and have held that neither the Jones Act nor its parent maritime law applies. Not all federal courts have followed suit.

In the most recent case involving sailboats I have found in California, the federal district judge held that the Jones Act was not applicable where one of the crew of a racing yacht was drowned due to an accident while racing in the San Francisco Bay. The ruling was based on the theory that the participants were joint venturers rather than employer (skipper) and crew. This was based on the factual finding by the court that both had equal control and direction of the boat and they were striving toward a common purpose.

This case forms the basis for my earlier suggestion that sailors should structure their voyages so as to make them appear as joint ventures. This is very difficult to do, however, as anyone who has sailed knows . . . there can only really be one skipper per boat! I still believe that contracts may be of some use, but the approach should be to focus the agreement on the joint venture rather than to attempt an agreement to limit liability. It must be emphasized again, however, that contracts of this nature will not be given effect if they are contrary to the law. In other words you cannot simply agree that your crew are not employees in spite of facts tending to show that they are. But the contract properly worded can be used as some evidence from which to argue in court that the Jones Act should not apply.

I should, in closing, apologize for a small error in my earlier letter which I hope has not misled anyone. I intended to say that providing food and drink certainly does *not* convert a passenger to a seaman. I left out the "not". I certainly hope no sailor missed a ration of grog because of that.

No doubt the Jones Act will continue to worry recreational skippers until we get some better court decisions or until Congress undertakes to enact some needed exceptions. In the meantime, extreme prudence and paid up insurance will help.

A good example of the former was recently shown by Dave and

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# LETTERS

Bonnie Crowe of *Seeker* enroute to the races off La Paz. Their spinnaker blew out in a squall about 0300 one morning, requiring that the crew be rousted to haul in the fragments. The Crowes thoughtfully shook each of us as we came stumbling up the companionway to make sure we weren't still half asleep before dashing out into the rain. That kind of legally prudent seamanship is really what it's all about, with or without Mr. Jones.

Ken Wilson  
Missing Children  
Emeryville

Ken — Thank you for that welcome further clarification.

Incidentally, the 'food and drink' issue is an interesting one. During some discussions with the Coast Guard about what constitutes a 'charter', one of their legal folks told us that by their definition food and drink constitute 'compensation', so when passengers provide them for the owner it technically becomes a charter situation. Naturally they rarely prosecute such 'charter' violations — i.e. more than six passengers without a licensed captain and on uninspected vessels — but it could be done.

## □ SEARCHING FOR THE ANSWER

What makes your west coast magazine so special and so entertaining? The hull I know!

Diane R. Prignoli  
Staten Island, New York

Diane — The same thing that makes our French bread so good: the foggy environment it's formulated in.

## □ DEAR COAST GUARD COMMANDER

On May 31 I checked out the sector light for the two-mile long, 200 foot wide San Leandro Channel. It is positioned and works as advertised, but is not completely perfect.

The difficulty is that the new sector light is harder to identify than the old station marker because of the parking lot sodium vapor lights and those of restaurants and a hotel. Although familiar with the San Leandro Channel, I had trouble orientating myself. But after motor-ing slowly from mark #1 to marker #2 I was able to pinpoint the sector light.

From a distance, the sector light looks like the high beam of a motorcycle lamp. Each time it flashed, I turned 360° and found that at no time was the centerline more than 50 feet wide. The green and red seemed to be 25 feet — and perhaps a bit more — wide.

While not as easy to initially identify as the old station marker, the new sector light is a real pleasure. Especially when you know that just to the southeast is the fill of a super sewer; if you ever go aground there, goodbye boat.

Jerald von Behrens  
San Leandro

## □ PRESSURE, AND THE LACK OF IT

If you have ever bought a new car, you know what "high-pressure" is. When I decided to buy a new Catalina 30, the thought of making a 'deal' with a salesperson made me ill. To my great delight and surprise, it turned out to be an almost enjoyable — spending money is never totally enjoyable — experience. The reason for this change goes to Del Littfin and Farallone Yacht Sales, located at Mariner Square in Alameda.

Del answered all my questions — even the ones designed to catch him in a salesman's lie — and worked with me at my own speed with never a moment of high pressure. As a result, we bought the boat

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# BOAT OF THE MONTH

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When we work on Zeus we like to show what we can do. We have done some major changes that we feel makes her a much faster boat. We have added 2000 lbs. of lead to the keel in a bulb configuration. Thanks to the help of Kurt Braun N.A. and John Clausen for their design help. We also lengthened the rudder for much more control. What a difference in performance!

But the most obvious change is the new L.P.U. paint job. The next time you see a 65 foot burgandy hull streaking across the bay, it is us. We painted the topsides with the most beautiful burgandy red Awlgrip and highlighted it with Metallic Gold Imron Waterline and Name.

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# LETTERS

and have enjoyed it thoroughly.

But wait — what happens when you have a problem? Unfortunately, I got the opportunity to find out. In the Double-handed Farallones Race this last April, high winds and big seas caused a strain on the chainplate straight across to the hull. Major problem! I took a DNF and headed back to the Bay. There were five other Catalinas in the race, all older than mine, and none of them had the problem.

I called Del, expecting excuses for why it wasn't their problem. Again, to my great peace of mind, they said, "That shouldn't have happened." They picked up the boat, traced the problem, replaced the bulkhead and beefed-up the chainplate, putting it all back as good as new, and delivered the boat back to my slip. In addition, they called the factory and made suggestions which are now incorporated into all new Catalina 30's. These folks stand behind their product.

I am the first to scream when I get lousy service. I felt it was only right that Del Littfin and Farallone Yachts get some credit for doing it right. Many, like myself, have come to expect poor service as a part of doing business. That's a mistake. We should expect good service and when we get it, we should let those good companies know we appreciate it. This is my thanks to Farallone Yachts for a job well done.

P.S. If you live in the South Bay, try The Ship's Chandlery, another place I've received great service.

Ed Whitehead  
Ballena Bay Marina

## TOP TIP FOR HEADING SOUTH

I must take pen in hand to tell you the new presentation of the *Classy Classifieds* is, to say the very least, the pits. You have stolen the thrill of reading every single ad in order to find the great bargains stuck in the fourth page on the very bottom right hand ad. Also, in retrospect, *Latitude* looks to have gone "modern". You're looking like *Yachting*.

As a former advertiser — and a future one also — I must object to the new format. And don't worry about any objections to the T&A format either, we like the good views. So please don't change things, we love ya the way you are.

A quick tip for those cruising south. Make sure you stop at the Morro Bay YC; great people and a super town.

And no matter if you're cruising or racing south, as you approach Pt. Conception, contact the traffic control onboard platform *Harvest*. This is the middle platform abeam of Pt. Conception. Call him on 16 and he will switch to 13. *Harvest* will put you in their traffic pattern and can advise you of all the shipping in their pattern.

While in this area, you also want to keep a sharp eye for survey ships towing seismic cables. The cables trail up to two miles astern of them.

Clark Arquette  
Cygnus and TLC Boatworks  
Marina Bay, Richmond

Clark — One of the most common human qualities is the fear of change. Everytime we alter something in the magazine — the logo, for example — a lot of people get up in arms. It's only natural. But it's not very healthy. We're going to try the new *Classy Classified* format for a while and then re-evaluate it. If it doesn't meet with our satisfaction, we're going to change it back. It's nothing to get too excited about.

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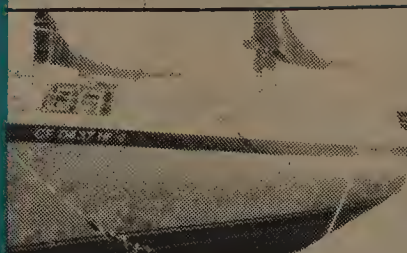
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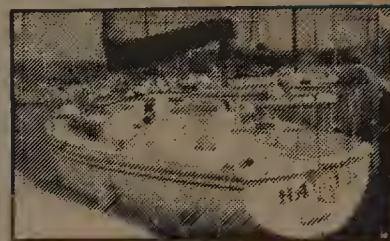
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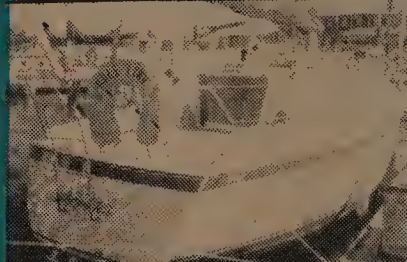
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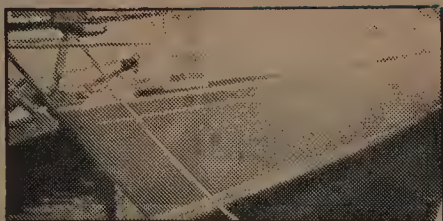
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## FORMOSA 36



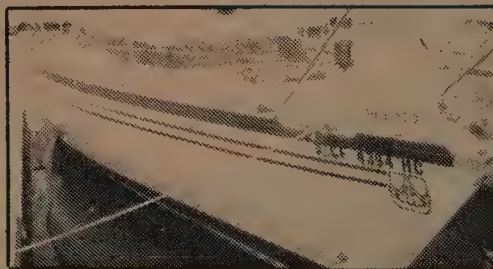
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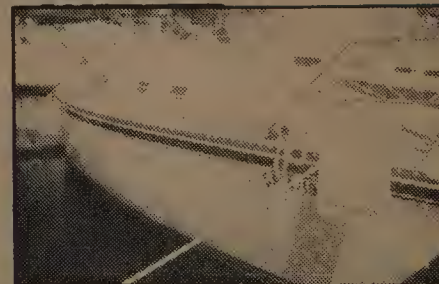
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# NONSUCH



## **THEY LOOK FAST, DON'T THEY? BUT ARE THEY?**

### **THE LATEST NONSUCH RACING NEWS: (JUNE 12, 1987)**

Ray Drew, his Nonsuch 30 *Purrfection*, and his crew of gentlemen friends, with an average age of 55 years (branded as the "geriatric set" by their competitors) raced from Stockton to the Golden Gate Bridge and then back to Stockton in the Stockton Sailing Club's South Tower Race, "140 Miles of Pure Joy", in winds from 0 to 35 knots and wave conditions from flat calm to 4' Suisun rollers. After 30 hours of competitive sailing last Friday and Saturday against 31 other boats with jibs, genoas, spinnakers and agile young crews, Ray and his well-fed, semi-rested crew brought *Purrfection* home to Stockton with a first place boat-for-boat finish in class, first place corrected in class, and second place overall! The Nonsuch 30 passed boats upwind in drifting conditions in Carquinez Strait, upwind in 25 knots and 3' chop in San Pablo Bay, and downwind in Suisun Bay surfing at up to 11.5 knots.

### **WHAT'S IT ALL MEAN?**

That Ray is a good sailor? Sure he is! --As are his competitors! That Ray is lucky? Maybe sometimes, but NOT over 140 miles in ALL SF Bay wind and wave conditions. That a Nonsuch is fast? Sure looks that way, doesn't it?

### **SO WHAT'S THE POINT?**

The point is that a Nonsuch is a modern innovation that REALLY works! Like some other sailboat manufacturers that make claims about natural ease of handling based on "1980's innovations", the Nonsuch is surely easy to handle.....the easiest! But unlike some "innovative" sailboat concepts, the Nonsuch is fast in ALL wind conditions, fast enough that a cruiser/club racer can win his share of races, and fast enough that a sailor will SAIL more often, whether the wind is very light or very heavy.

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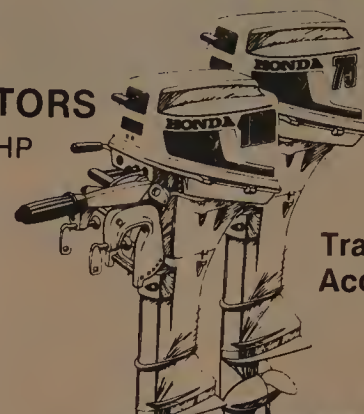
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# LETTERS

This letter may be of interest to boaters with loans at Wells Fargo Bank — or would-be boatowners thinking of financing with Wells Fargo.

On May 7, 1987, my Catalina 36 was repossessed by Wells Fargo Bank and the National Auto Recovery Bureau. I contacted the Santa Cruz Harbormaster's Office at 4:30 pm., but they had no record of anyone moving my boat. They did, however, have a report of somebody moving a Beechcraft 36 on that date.

Finally at 9:15 pm. the Santa Cruz Police told me that my boat had been repossessed.

But why? The next day Wells Fargo told me I had not paid my March, April and May payments. My payments are due on the 8th, with late charges assessed on the 18th. I told Wells I had the receipts; they told me to bring them in. Explaining that I lived aboard and all my records were on the boat, they told me my boat was at Thompson Yachts in Alameda.

So I arranged to have the bank get the repo company to let me get my briefcase off my boat. I drove from Santa Cruz to Alameda and met Martin Fisk of the National Auto Recovery Bureau in the yacht sales office. My briefcase was there on a chair. Fisk then tells me he has gone into my briefcase to call the information on my receipts to the bank. Is a briefcase part of a sailboat or is it personal property?

I took my briefcase and drove to Wells' office in Walnut Creek to show proof of payment. I had a bank receipt and a cancelled check for March, a bank receipt for April, and I paid May's payment right there. Does that sound like I was three month's late? Oops! They made a mistake!!

Wells Fargo made no effort or offer to return my boat to Santa Cruz, so I hired two people, who along with me brought the boat back during a 19-hour trip in miserable fog.

Wells Fargo also said they paid the Santa Cruz Harbor \$1,000 in delinquent berthing fees and to unchain my boat from the dock. Bullshit!

I'm pissed. What do you or your readers think of this act of legalized stealing — or whatever you want to call it?

P.S. It's a rotten feeling to come to the marina to go sailing and find your boat gone. Impresses the hell out of your friends and associates!

Michael A. Cooper  
Santa Cruz

*Michael — What do we think? We think you have to hear the other side of the story before drawing any conclusions. Unfortunately, the spokesperson for Wells Fargo in Walnut Creek said, "I'm sure we wouldn't want to comment on a matter like this, thank you for calling."*

## □ BEATING A DEAD HORSE?

Andy Kerr seems, at least in part, to be beating a dead horse. If my memory is not completely unreliable, the Pardey's new boat, *Taleisin*, is equipped with an engine.

Indeed, they advocate simplicity — and many a cruiser moans about the incredible delays associated with keeping mechanical and electronic gear in working order. But the thrust of this note is directed at Kerr's omission of a discussion of voice radio transmitters, in particular, the ubiquitous VHF.

While I admire the Pardeys, my true guru has always been Eric Hiscock, whom Kerr praises. Both Hiscock and the Pardeys denounce the VHF; the Pardeys extending it to EPIRB's also.

But the issue here is safety, not simplicity. The VHF always substitutes — consciously or unconsciously — for some needed piece of equipment or some want of prudent seamanship. When



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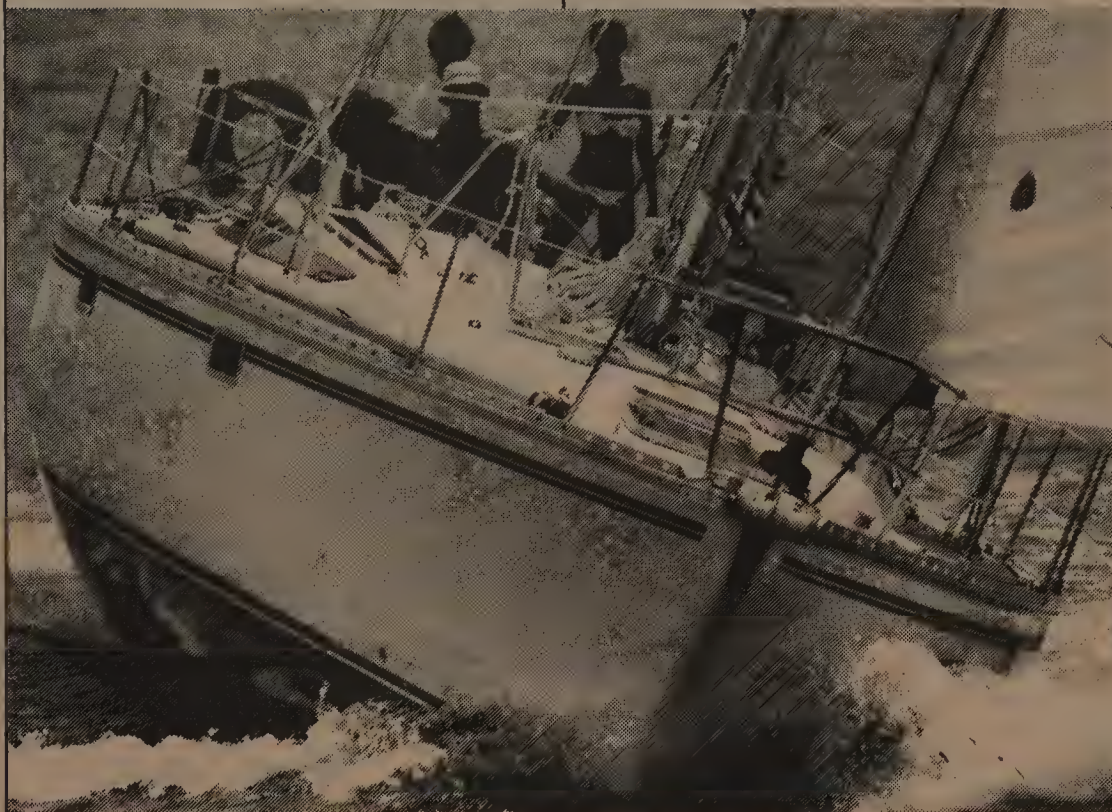
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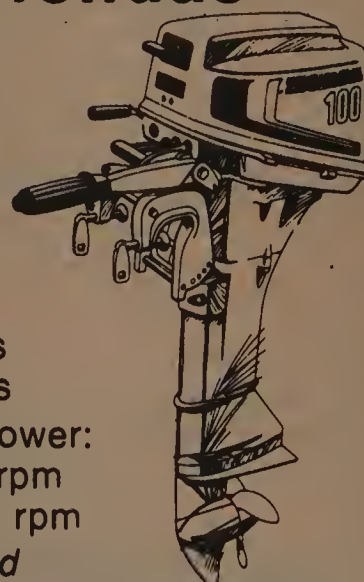
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# LETTERS

push comes to shove, it characteristically is the first thing to go.

Does Kerr have any thoughts to share on the subject?

G.M. Foglesong  
Livermore

G.M. — *It's a live horse Kerr was flogging. When Taleisin was launched she had no engine, and as you can read in the following letter, she still had no engine in New Zealand.*

As for dispensing with the VHF, the last folks we know who did that were our very own "Innocents Aboard", Larry Rodamer and Betty Ann Moore, who were looking for a 'pure' cruise. What sounded great in theory at the dock didn't pan out in reality; they had a VHF sent down to them in Mexico pronto. Safety was a consideration, but convenience was the main one.

Folks can go cruising just about any way they want, wearing hair shirts and without engines or VHF's for all we care. But such folks should take a pregnant pause before suggesting that novices do the same.

## □ IT TOOK TWICE TO BELIEVE

In the June issue, I had to read Virginia Sudbury's letter, *In Defense of the Pardeys*, twice, to be sure it wasn't a plant by you to stimulate a few of us to write. What really got me was "Gee, and all this time we've been thinking that the trip was in the travelling". This letter will ventilate a little steam. Then separately, and more coolly, I shall write an article I've been meaning to do for the six months since returning from my four-year South Pacific cruise on *Quark*. Its title is *Things I Wish I'd Known Before Going Cruising*.

But to respond to several points in the above-mentioned letter, and to its prissy, self-satisfied and patronizing tone:

You are talking theory, lady. And here's about your theories.

1. Go cruising without an engine and you will visit far fewer anchorages than your engined friends will, because a) tacking is too tiresome/dangerous/time-consuming, and b) often there's just no wind. And occasionally you won't be a self-sufficient sailor because you'll need a tow. (The way Larry Pardey needed and got a tow from me in New Zealand's Bay of Islands when his attempts to kedge himself downwind and downcurrent onto a dock ended with his missing the dock and requiring a sideways pull to make it alongside.) And on passages, you'll sweat in the doldrums, hating the sun and yet not daring to swim because you saw a shark under the boat yesterday.

2. After explaining to us that the fewer thru-hulls the better, you tell us that not having a marine head has made you and "Robert" happy. You explain that one reason for this happiness is that the removal of the head "has added more storage space". Pretty funny, coming from one who advocates small boats. However, this is not a funny subject. Later, you criticize "avoiding responsibility for oneself and one's actions". Here's the rub. Yes, Virginia, when you don't have a head, you throw your turds overboard in a bucket. That is an offensive act to your neighbors in the anchorage. We have to see the act, hear the act, and then see the results and maybe even feel them. Like I did once in the Tahiti lagoon. Diving on my propellor while anchored downcurrent from a headless sloop, I surfaced under a particularly choice morsel and had the pleasure of having it smear my face and some of it stick in my hair. But that was okay, because the sloopers were able to add some storage space, right? That logic, and that behavior is quintessential "avoiding responsibility for oneself and one's actions". And then to couch that nonsense in holier-thou/back-to nature terms . . . shame on you! To go headless, you have to be headless.

3. On kerosene lights. If you get any closer to the equator than



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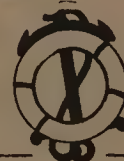
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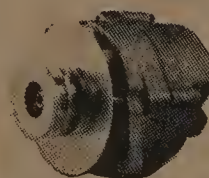
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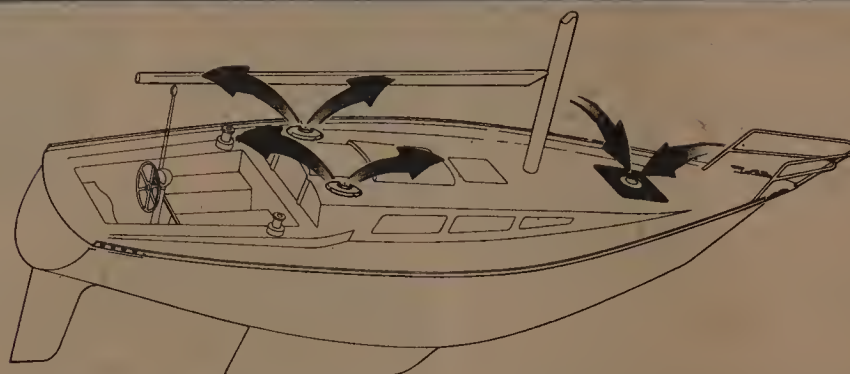
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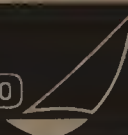
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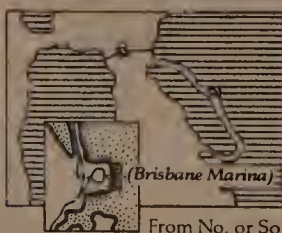
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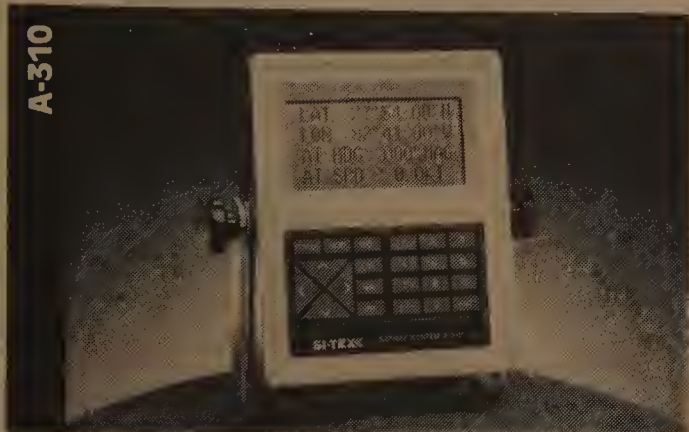
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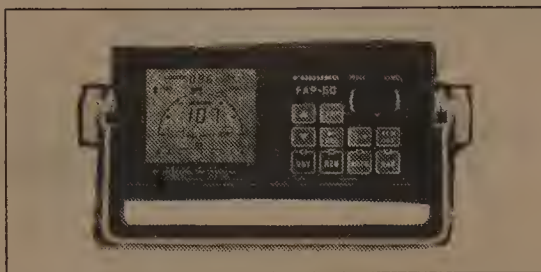
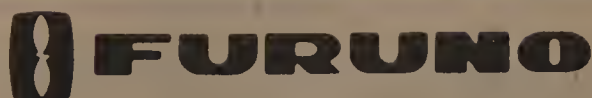
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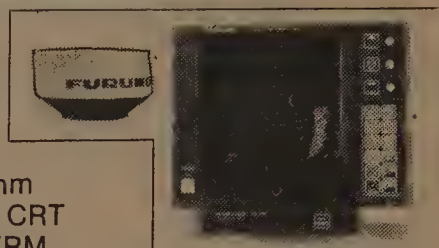


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# LETTERS

about 20 degrees, the heat generated by even one small kerosene light will drive you out of the cabin. You can't eat by it, sit by it or read by it. Because on windless evenings, and most of them are, the air doesn't change in the boat, it just gets hotter. (Unless you have a cabin fan, but that takes electricity, which is a big *gotcha*.) And missy, if you try "doing it" by that kerosene light, you'll die of dehydration before you (dare I say it?) climax.

4. Finally, on "... the trip was in the travelling" — listen up. Passagemaking sucks! You sleeps in three or four hour bursts. You eat funny, particularly if it's rough. You get lots of practise in reefing sails at night — you're naked because it's so hot you can't stand anything on, you're off watch, asleep, when the squall hits ... you dash on deck, the boat is overpowered on her ear, the rain hits all over your body like buckshot, you can't see anything but, etc., etc. You're confined to this small boat, you can't go ashore for a walk and you can't visit friends. Stuff breaks, (shit happens), you navigate, you read if the weather lets you, you sleep and you eat. You don't/can't bathe as often as you'd like, particularly in a small boat where water-carrying capacity is limited. If it's rough the morning colonic imperative becomes an acrobatic achievement. No, Virginia, the trip is not in the travelling. The trip is in getting there and being there.

Maybe it would have been all different if I had been "rich in determination, self-reliance, and the belief in a simple and harmonious existence with our earth".

Dave Symonds  
Quark, Bodega 30 sloop  
Sausalito

*Dave — And maybe it would have been different in a 40-foot — or longer — boat.*

## □ CRUISING AND CLUBS

We are having a 45-ft aluminum cutter built and hope to leave sometime in 1988 for an extended cruise to Mexico and the South Pacific. Although we belonged to the Sausalito YC and raced an Acorn in 1962-3, we have not been a part of the San Francisco boating community since then. We are toying with the idea of joining a yacht club now, but know very little about present-day clubs.

Is there any particular club that would be the best to belong to as far as reciprocal privileges go when cruising? More important, are any local clubs noted for having many long-distance cruisers as members and hosting foreign cruisers? We find that the more we talk to other cruisers and the more information we gather, the better prepared we will be.

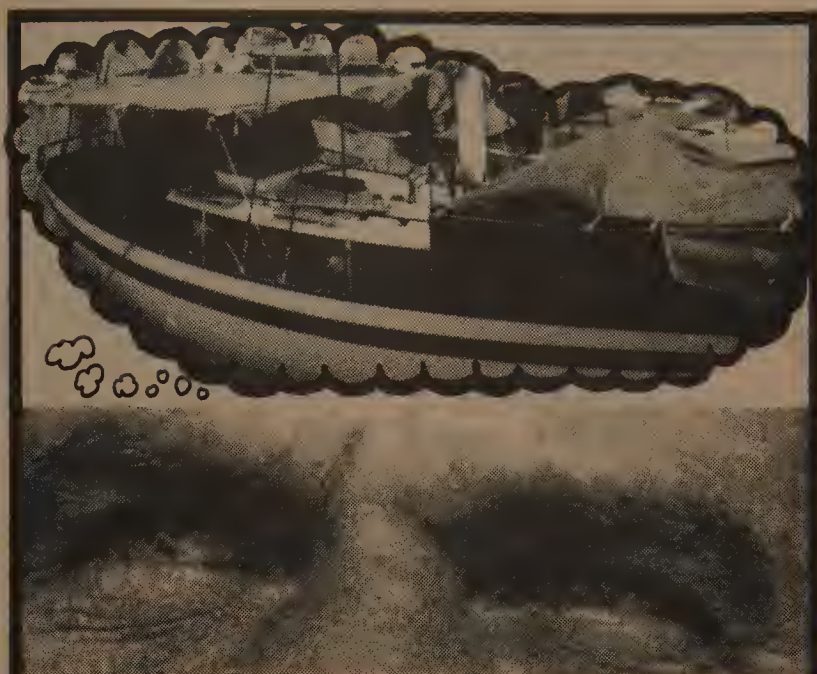
We would appreciate it if you or any of your readers could help us with this.

P.S. The Acorn that we owned was hull #5, *Djinn*. Do any of your readers know if she is still around? Or if any of the other 11 Acorns that were built still exist?

Brenda Milum  
Lafayette

*Brenda — Once you leave the United States, the yacht club you belong to — or even if you belong to a yacht club — makes little or no difference. Either a foreign club — which are few and far between — will have space and let you use it or they don't have space. There might be one or two places in the world that a St. Francis YC membership would get you a berth whereas a San Leandro YC membership wouldn't, but not many. And certainly not enough to justify the expense of joining the St. Francis for that purpose alone.*

*As for having and hosting the most long distance cruisers, that distinction probably belongs to the St. Francis YC also. It's not so*



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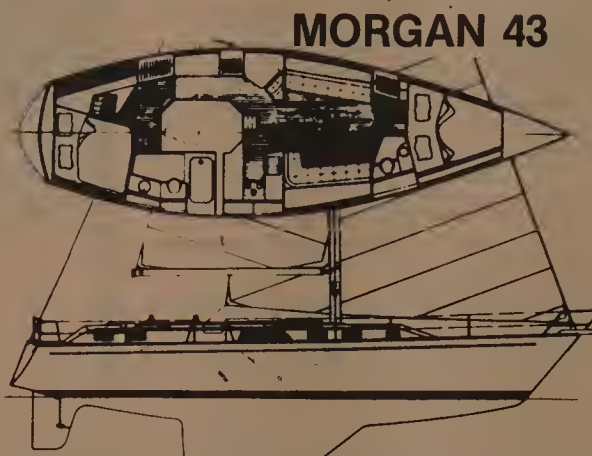
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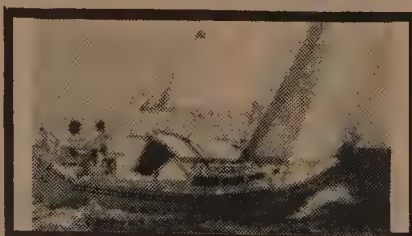


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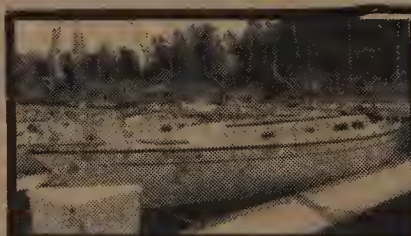
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1975	2-27'	Cal	18,500
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1976	26'	Ranger	12,000
1977	27'	Cal	26,900
'71-'79	Catalina	27	7 frn 13,000
1971	27'	Ericson	18,500
1974	29'	Seafarer	14,500
1982	30'	Capri	28,000
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1976	31'	Mariah	46,500
1970	34'	Bristol	29,995
1971	34'	Colombia	30,900
1980	34'	Wylie	49,500
1979	35'	Formosa	45,000
1969	34'	Islander	34,000
1979	36'	Allied	79,995
1977	36'	Islander	55,000
1983	38'	Wauquiez	110,000
1984	36'	Grnd Bnks	135,000
1977	39'	Cal	76,500
1982	39'	Cal	84,000
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# LETTERS

much that it's a 'cruiser's club', it just has so many more members than anybody else. It's also popular with visiting cruisers because of its convenient location and pleasant facilities.

To answer your question, we don't know of any yacht club in Northern California that's particularly noted for having and hosting long distance cruisers. From what we can tell it's a pretty even distribution.

## ☐ SAILING AND ALL THAT JAZZ

After a year of arduous searching, my partner and I bought a lovely Ericson 32 that had recently been completely upgraded, above and below decks by the previous owners, the inimitable folks of Peninsula Canvas.

Normally calling Mendocino home, we are now happily sailing the Bay three days a week and looking forward to the time when we will head for Mexico and a world cruise.

Both of us being jazz musicians, the first piece of gear we added to the boat was an electric piano! Lately, we've been dashing from Emeryville to Mendocino, attempting to make our gigs on time after a full day of sailing. It occurs to us that we should be playing in the Bay Area, thus have enclosed an item for the Classy Classifieds. We work as a vocal/piano duo, or with bass and drums. We do Cole Porter, Gershwin, Ellington and the best of the Brazilian samba, bossa novas, etc.

I have read your rag for years on end and love it! It is our hope that by playing for other readers we will have an opportunity to meet other sailors and spend more time on our boat. Your magazine has always been helpful — this time I'm sure will be no exception.

Phaedra Savage  
Philo, CA

## ☐ HEAT OR LIGHT

Although we are great admirers of *Latitude 38*, we feel your article on BCDC in the May issue was more *incite* than *insight*. After long talks with two members of their staff, we could not uncover anything very new or exciting in the BCDC stand on liveaboards. Specifically, they said regarding:

**Fines:** The fine structure mentioned in your article was for "big fish" that flagrantly ignore court judgements against them, such as refineries and salt companies. BCDC says flatly that they have no policy adopted or planned to fine individual liveaboards. Marinas must have permits from BCDC to allow liveaboards, but BCDC at this time has neither the staff nor the funding to determine whether or not marinas without permits *do* have liveaboards. To get a permit, the marina must have a parking lot, garbage cans, showers, and a pump-out station for holding tanks; not a very big deal. Marinas can't have more than 10 percent liveaboards, but we wonder who benefits from a higher density anyway — does anyone really look forward to floating trailer parks?

**Permits:** BCDC says they have no plans to issue permits directly to individuals. They do not have a "hit list" of individuals suspected of living on boats, nor do they want one. They expect marina operators to "take care of things" as they now do.

**Inspections:** The notion of "Marshall BCDC", walking the docks counting water hoses and phone cords put the staid bureaucrat on the other end of the line into hysterics. If and when they begin to inspect marinas, it will be the showers, garbage, and pump-out, not the docks.

This was the info we got direct from people who seemed quite honest and sincere. If it's a pack of lies, we'll be glad to stand corrected. So what is the truth here?

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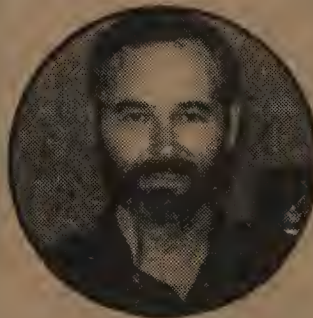
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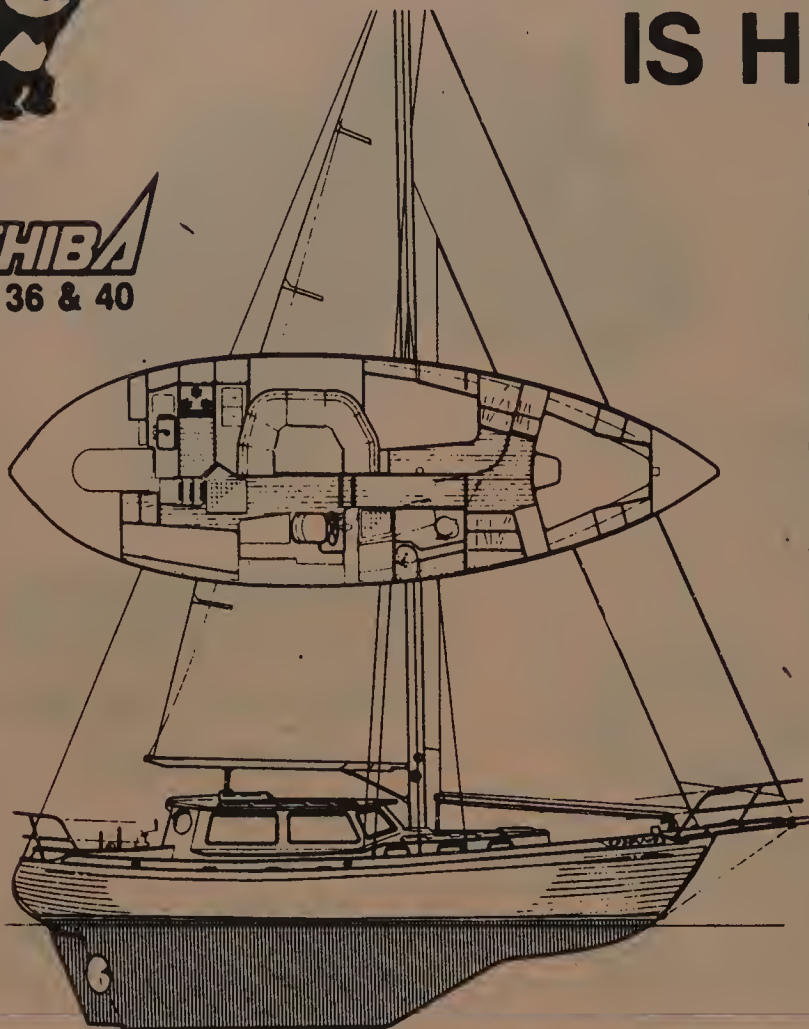
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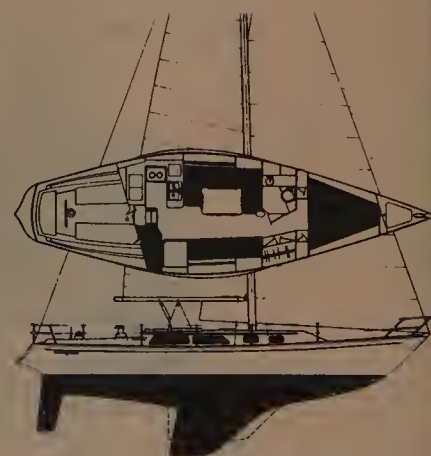
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30' BABA, 1985, Sausalito .....	86,000
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37' TAYANA cutter, 1981, South San Francisco .....	83,000
37' FISHER P.H., 1979, Marina Bay .....	110,000
38' DOWNEAST, cutter, 1975, Santa Cruz .....	75,000
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# LETTERS

bound insanities of zoning and building code, we feel our lifestyle is far more endangered by local municipal government than BCDC. We live in our floating homes because the city councils and planning departments have never thought about applying their dwelling regulations to us. Should it occur to them, we can assure you our legal foundation for being here is thin indeed. May they all remain overworked and understaffed forever.

Advice to the wary: Get on the mailing list of the planning department governing your area. If possible, go to the meetings, get to know the staff. We need to build understanding on communications, not rumors.

Nyle and Roxanne Seabright  
San Quentin Village

Nyle & Roxanne — There are lots of folks who will look you in the eye and then cheerily lie through their teeth; people who are your 'friend' one moment but think nothing of stabbing you in the back the next. In our opinion, the BCDC is the governmental version of that duplicitous, abusive personality. Trustworthy? Heck, we'd buy a fleet of used cars from Richard Nixon before we'd buy a 7-year 70,000-mile warranted new car from the BCDC.

By coincidence, we just spoke with someone who is in the process of working with the BCDC. His evaluation: "They're just incredible! Petty, picky, just this side of being totally absurd. I'd like to throttle the bastards!"

And he's not alone in his sentiments. Just ask folks — and governments — who have had to deal with the BCDC. Or read the letter that follows this one.

Nobody, however, is saying that the staff isn't well-mannered and doesn't know how to smile sweetly or talk an accommodating game. In fact, the person above said: "They're polite and helpful as far as that goes. They're friendly and very responsive." Unfortunately, that and a dollar will get you a cup of coffee.

Mind you, we have no axe to grind with the BCDC. We've never been tossed off a boat, we own no property near the waterfront, have never applied for any permits, and because of small children have no intention of living aboard again soon. All we've done is watched what they do and talked to the people they've done it to — and been disgusted by it.

However, the BCDC is smart enough to know what bad public relations it would be for 'big bad government' to come down on individuals and evict them from boats or marinas. They remember the black eye the Coast Guard got about ten years ago when they tried to help evict the houseboat folks in Richardson Bay — and aren't about to make the same mistake. And they're carefully cloaked themselves in the 'conservationist'/'friend of the people' role.

So how can they get rid of liveaboards they don't want? Easy, they can get others to do the dirty work for them. The 'others' being the marina operators.

The BCDC has marina operators by the balls, and in the past has displayed no aversion to squeezing hard. Suppose your marina suffers storm damage and you want to repair a couple of berths. You can't do anything until you get BCDC approval. They'll usually give approval — providing you're willing to do something for them in return. Like open up part of your marina as public shore access; like putting in a picnic and BBQ facilities in a nearby park; stuff like that. When terrorists make demands like that it's called extortion and they get tossed in the pokey; when the BCDC does it, it's called due process.

So, when the BCDC wants to clamp down on liveaboards, they could just suggest to the marina owner in need of repairs that he install one of the card lock systems tied in to a computer, one that tells

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# LETTERS

how often and at what hours each card holder opens the gate, uses the head, takes a shower, etc. Armed with the condemning information, the BCDC could then inform the marina operator that he obviously has some liveaboards, and that a permit to make repairs can't be issued until he comes into compliance with the law. The marina operator would have no choice but to roust the liveaboards.

It's our feeling that something akin to this is exactly what your friends meant when they said the BCDC expects marina owners to "take care of things".

## □ DEAR ASSEMBLYMAN SHER

I am writing to register a strong objection to AB 2450 which you recently introduced. [Editor's note: Among other things, AB 2450 authorizes BCDC to impose penalties of \$10 to \$1,000 per day on any person who (a) unlawfully undertakes an activity without a required permit, or (b) violates any term or condition of a permit.]

I have dealt with the BCDC in obtaining permission to build a small (20x14-ft) dock extension in a large existing marina (600 boats). This process took two and a half years and would not have been successful had I not been able to form an alliance with the county in which the marina is located.

Based on this experience, I know the BCDC to be bureaucracy run amuck. The BCDC is arrogant, dictatorial and completely unresponsive. As a practical matter, it reports to no high authority. Its methods and attitudes have no place in our government or in our society.

Last year this commission, whose members are not even elected to serve on it, simply decreed in the face of near unanimous opposition that it could decide how, when, and where owners can use a boat. The legislature went along.

I do not live aboard a boat and I have no intention to do so. To give the BCDC any authority to police or fine people who do so without obtaining permission from the commission, however, is a big mistake. It is certain to result in a witch hunt the likes of which hasn't been seen since Salem. The first step will, no doubt, be electronic surveillance of the comings and goings of all people in marinas. (I am serious about this. At least one marina I know of has implemented coded key cards and does such monitoring. Pretty frightening.)

An individual private citizen has little chance of getting permission from the BCDC to do anything. If chilling hostility from the staff doesn't discourage him, you can be assured that the forms, justifications, delays, inspections, hearings, fees, reports, unreturned phone calls and other forms of red tape and harassment will. It is hard to believe that a representative of the people would propose expanding this bureaucracy and furnishing it with police powers.

The law that give the BCDC the authority to regulate boats based on their definitions of "fill" and "structure" and "change of use" is a bad and unnecessary law. The massive sewage spill at China Basin last winter put more raw sewage into the Bay in a day than all the liveaboard boats do in a decade. No one, least of all a sailor, want to harm the San Francisco Bay. The BCDC is out of line and there are more serious problems for the Bay than a few liveaboards.

I ask you to withdraw AB 2450 and to speak, work, and vote against giving this agency any power to levy fines or otherwise police particular citizens.

Robert H. Perdriau  
Los Altos

Readers — In the previous letter Nyle and Roxanne claim their two BCDC staff friends said that the BCDC would never use the authority granted in AB 2450 to fine individuals such as liveaboards.

But consider the legislative digest's summary of the bill:

"Current law states that any person who places fill, extracts

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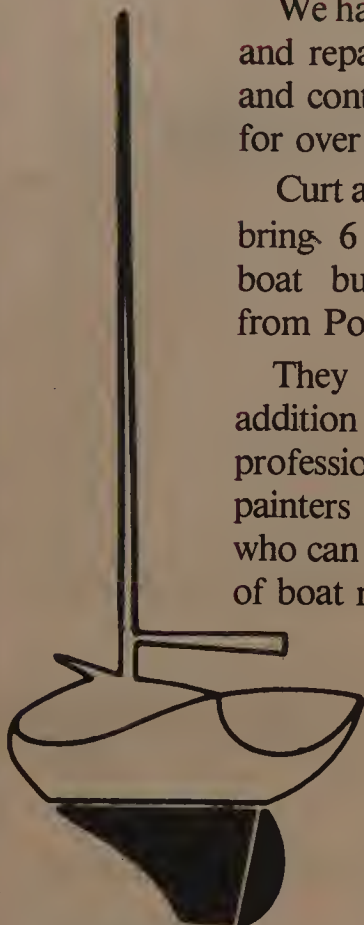


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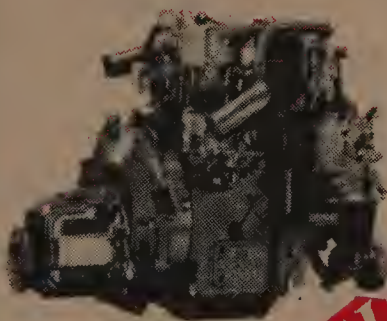
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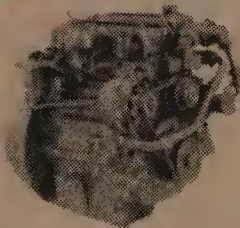
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# LETTERS

material or makes a substantial land use change in BCDC's jurisdiction without first obtaining a permit from the commission is guilty of a misdemeanor. This bill authorizes BCDC to impose penalties of \$10 to \$1,000 per day on any person who (a) unlawfully undertakes an activity without a required permit, or (b) violates any term or condition of a permit. This bill also authorizes the BCDC to maintain a civil action for penalties of \$50 to \$5,000 for each day of violation, plus exemplary damages, as an alternative to administratively imposing penalties."

Since the BCDC considers living aboard a 'change of use' of 'land fill', it requires a permit. Thus the passage of AB 2450 would give the BCDC the unrestricted authority to fine liveaboards up to \$1,000 a day for living on a boat and maintain civil actions up to \$5,000 a day plus exemplary damages. Where does it suggest the legislation would only apply to 'big fish'?

So Nyle and Roxanne, you decide for yourself whether we at Latitude are inciting or whether perhaps your staff friends are playing you for a couple of chumps.

## □ GREAT LETTER

I recently had a problem with an expensive but not-so-new set of Atlantis foul weather gear on a passage from Nassau to Annapolis. I returned them to the factory in New Hampshire. They immediately replied that their tests indicated a manufacturing defect and that a replacement set was on the way.

Great service! Great gear!

E. Patrick Francke  
Kansas City, MO

E. Patrick — Kansas City?!

## □ LATITUDE READERS DELIVER

In July I will be flying to Bora Bora and Tahiti and would very much like to deliver *Latitudes* to the cruisers there.

*Latitude* is great reading. It's been a long time since I was so unlucky to miss an issue. I can't agree with the occasional criticism I read in *Letters*. Don't change a thing — you're perfect now.

George Bloom  
Livermore

George — As they say in the Bartles and Jaymes wine cooler ads, "Thank you for your support".

Incidentally, other readers heading for far away destinations frequented by sailors are welcome to call for bundles to take with them. Free copies of *Latitudes* have been known to make great ice-breakers with sailors on distant seas.

## □ BUT IT DID! I WAS THERE

About the *Glomar Explorer* — I don't know much about what the ship did the first time out, but I can tell you the *Explorer* once really did go looking for manganese nodules. I was working as oiler in her engine room when she was brought out of mothballs for a year, 1978-79. A consortium headed by Lockheed and Royal Dutch Shell leased the ship to test a nodule mining machine they invented.

While we spent most of the year tied-up at Terminal Island working on all the machinery, we did make a couple of trips to the middle of the Pacific, climaxed by the recovery of about half-a-dozen five gallon buckets of manganese nodules. Most of these were promptly grabbed by the crew for souvenirs. The rest had to be locked up to protect them from us.

As I understand it the tests of the mining machine were considered successful. The reason further prototypes weren't tried out had to do



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# The floor that Jack built.

When you set out to build a fine sail boat, one of the first things you do is to paint the floor of the loft at the boat yard — because before you can start building the boat, someone's going to have to draw the plan for the boat on that floor.

It's called lofting a boat. It is the creation of a precise and detailed plan of the entire boat *full scale* on the floor of the loft. It is exacting and expert work, time honored, historic — and it takes a lot of space. If you want an eighty foot boat you'd better have an eighty foot loft.

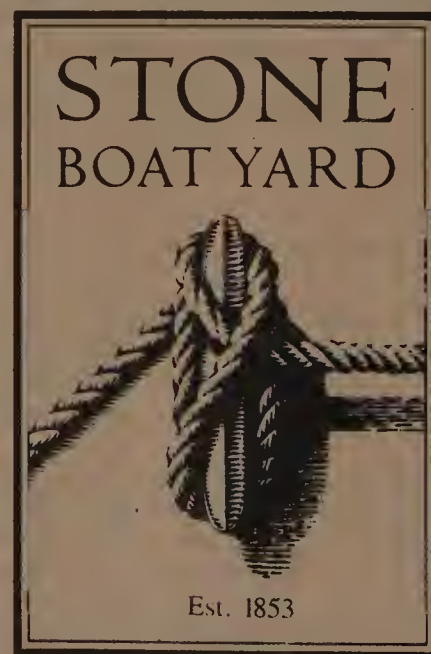
Lofting also demands an absolutely flat floor, dead flat today, tomorrow, next year, whenever. The floor of the loft at Stone Boat Yard was laid forty-eight years ago, and is still in perfect shape today.

So is the fellow who laid that floor forty-eight



years ago. Jack Ehrhorn was at Stone Boat Yard then and he's still here today. He's lofted and built many famous boats over all these years — but his most important contribution to boat building at Stone Boat Yard may have been when he himself laid this floor at Stone Boat Yard back in the summer of 1939.

So, if you ask us if Stone Boat Yard can build boats, don't be surprised if we point to the floor that Jack built.



2517 Blanding Avenue  
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# LETTERS

with wrangling over possible future royalties. At the International Conference of Law at Sea some Third World countries demanded a share of the pie, even though they wouldn't be contributing anything, and the nodules are found deep in the middle of the ocean, a long way from anybody's coastline. Apparently it's all tied up with legal hassling for years to come.

The nodules often accrete around something, as a pearl around a grain of sand. The theory used to be that it took them millions of years to grow. Then a nodule the size of a potato was found with a sparkplug in the middle. Obviously the theory needed work or sparkplugs are much older than we ever thought.

Sometimes in the middle you'll find a fossil shark's tooth. They're really pretty — a shiny blue-black. The ship's doctor was very busy for a few days, x-raying the crews' nodules to see if we'd gotten lucky and had one with a shark's tooth.

Manganese nodules look sort of like crumbly charcoal briquets. I still have a few kicking around.

Mike Richardson  
Berkeley

## □ CAN LIFERAFTS BE TOO BIG?

As I write, I am looking across Falmouth Harbor, Antigua, at *Big O*, the boat you folks charter in the Caribbean. Quite nice, I must say.

Having just finished reading your May '87 issue, I took particular note of your comments on liferafts (page 153). I, too, felt for a long time that big is indeed better where liferafts are concerned. However, when it came time to buy our raft three years ago, we were advised by a reputable company in Miami not to buy anything larger than a four-man raft. It was explained to us that liferafts are designed so as to be partially ballasted by their occupants. In that 98 percent of the time my wife and I sail without other crew, a four-man raft seemed the best choice for us.

However, I have always wondered about the 'human ballast' issue. Perhaps one of your investigative reporters could check into the matter and enlighten us all. If bigger isn't better, than people ought to know; and if bigger is better, how big? Those suckers get heavy; could a 120-lb woman lift a six-man raft over the lifelines alone if she had to?

My brother in Portola Valley sends me your mag, which we love. Don't change a thing.

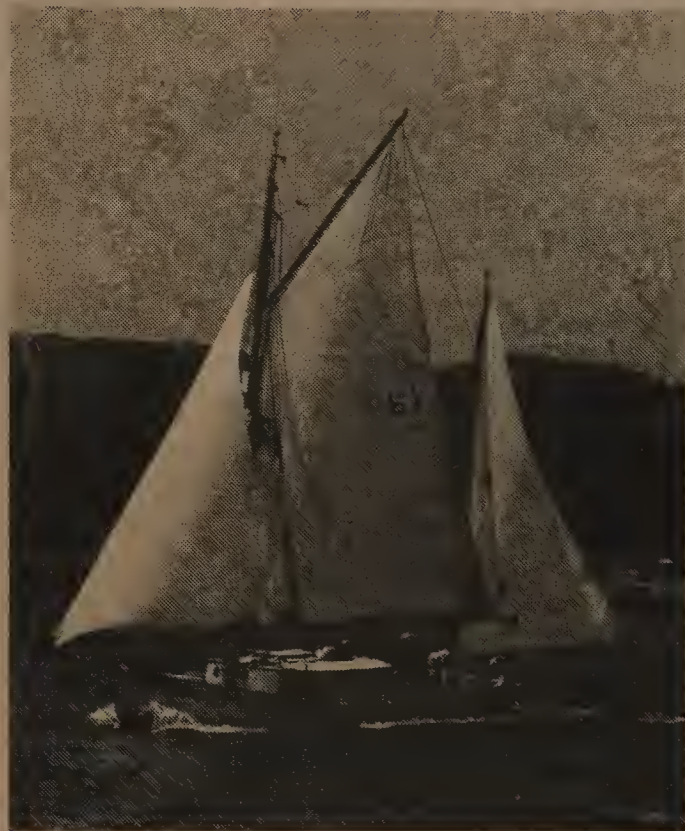
Bennett Scheuer  
s/v Navigo  
enroute to Venezuela

*Bennett — We don't claim to be experts on liferafts, but having written up many liferaft experiences over the years, having read the detailed depositions of survivors, having sat in the very liferafts sailors have died in, we've come to a number of conclusions. Mind you, this isn't Gospel Truth, but it's what we believe and act upon.*

*First off, there's no such thing as the perfect liferaft for all circumstances. Different types and sizes would be preferable in different situations. For example, you might want a more stable water-ballasted liferaft if you had to abandon ship in very heavy weather in the North Pacific, while you would certainly prefer a less ballasted one if you hoped to drift to land or busier shipping routes in the tropics. In the latter case we're thinking of Steven Callahan, who was blown and drifted 1,800 miles in 72 days to the welcome shores of Guadaloupe.*

*How effective is 'human ballast' — even in a small liferaft? Let us quote from Fred and Pat Poore in our May issue: "Ours is a four-person liferaft. Possibly four people could survive for four hours, but*

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Myles Ringle

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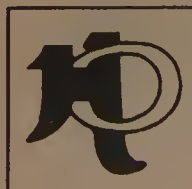
She was built in Sausalito at the Sausalito Boat Works in 1937 and has been sailed and worked on by her owners, Mike and Sue Proudfoot, since 1972.

Here she is shown with her new Hogin jib and mizzen on the "quiet" leg of the recent Master Mariners' Regatta. *Paddy West* and her crew placed second in the Gaff III Division with the fastest elapsed time for that division!

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*"Walden IV"* was built for safe and comfortable deepwater cruising and is already a veteran of one highly successful round trip to Hawaii (with Peter Sutter as captain). She was recently prepped for a repeat cruise that has, however, had to be cancelled because of a family problem. In any case, she is now rigged with roller furling on jib, forestaysail, and main so that all sails can be controlled by one person without leaving the cockpit — a real luxury.

Offered at \$79,500 (minus the standard brokerage commission). Too many extras are included to be listed here, so for an inspection (at Emery Cove Marina) give me a call at (415) 462-7541, or drop me a line to 7660 Glenbrook Court, Pleasanton, CA 94566 — I don't have an answering machine!

Bob Brandriff

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# LETTERS

even three of us were too many for even a few days. In order to sleep, our legs were stacked like firewood. When one of us moved, all of us moved." As small as the Poore's liferaft was and as much as they tried to distribute their weight to keep from being flipped, they rolled twice in eight hours. In our readings, the Poore's experience is far from unique.

Since we know that even small, densely populated liferafts commonly capsize in rough weather, we don't see small size as an overwhelming virtue. No, we're more than willing to accept a larger liferaft's greater — perhaps — propensity for flipping in return for its other virtues: more room for the occupants to be comfortable and get rest to retain their energy, more room for survival gear, food and water, in general a more positive long-term survival environment.

Reminding everyone that this is just our personal opinion, we'd normally go for almost double the recommended capacity of a raft. For example, a six-man for three to four people; an eight-man for four to five people, a ten-man for six to seven people.

## □ BOAT NAMES, PART II

I read the piece on boat names; great stuff. Here are some additional ones, all of which are or have been part of the Hobie Fleet 20 in San Jose.

*One Banana, Two Banana*, with two yellow hulls, nothing else was appropriate for Mike Sowers' Hobie 16 from Palo Alto.

*Bushwacker*, Bruce Sherry's Hobie 16 from San Jose. While singlehanded, Bruce's cat got blown over and ended up in a tree along the shore before help arrived.

*Tubbo Turbo*, Bob Eustace's Hobie 14 Turbo from Mountain View. Bob weighs about 185; the minimum weight for these boats is 150.

*Between The Sheets*, Paul and Jenny Pascoe's Hobie 16 from Burlingame and Australia. I was too afraid to ask where the name came from.

*AssOverTeaKettle*, Ron Fikes' Hobie 14 from Palo Alto. Ron used to pitch-pole a lot.

I hope some of these bring a smile to readers' faces. Keep up the great work!

Mike Sowers  
Palo Alto

## □ WHAT AN OPPORTUNITY!

Thanks for the article on Bill Lee.

A number of years ago the *San Jose Mercury* ran an article on Bill and Merlin. It said that he was giving rides on Merlin on Wednesday night if you brought along a six-pack of beer. What an opportunity!

The next Wednesday night I showed up and got one of those "memorable rides" on Merlin. Yahooooooo . . . we smoked everyone! The boat accelerates like a Hobie 16. I had a ride I'll never forget.

Thanks again, Bill.

Thank you, *Latitude*.

Eric Einarsson  
Los Gatos

Eric — That was a great thing Bill did, bringing joy to hundreds and hundreds of folks who otherwise who have never had the chance. He's always got quite a bit of recognition for his boats, it's too bad his other contributions to sailing have largely gone unpublicized.

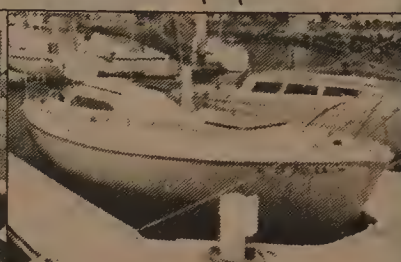
## □ TRAIN TERRORISTS

According to the enclosed clipping from the *San Francisco Chronicle*, the BCDC is not only bugging boaters, but it may now begin terrorizing train people.

# JULY Fire Crackers



**CAL 27.** 1984, DF, hot/p water, great sailer, owner anxious.  
\$33,000 or b/o



**TRITON 28.** Km. depth, VHF stereo, spinn., 120 Genoa repowered.  
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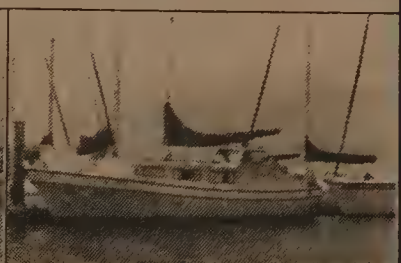
**COLUMBIA 26 MKII.** New paint, depth, VHF stereo.  
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**CATALINA 27.** 1985, one owner. 48hrs on engine. Better than new. Diesel, propane stove.  
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**HUNTER 31.** 1985, lightly used, overseas owner, furling jib, diesel, cruise pack  
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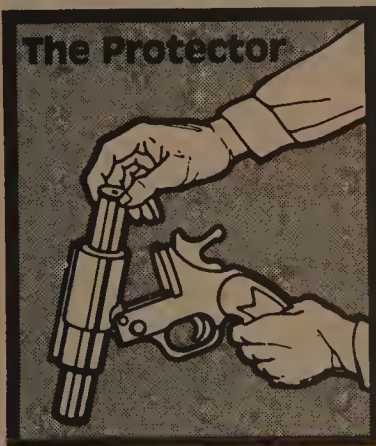


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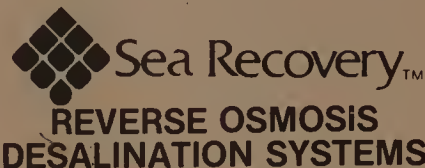
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# LETTERS

In paragraph one it states: "The BCDC voted to involve itself . . ." Shouldn't the people, the voting public, be the ones to decide what a commission involves itself in?

Can the BCDC vote to involve itself in other issues like Nicaragua, the Middle East, AIDS and abortion?

H.E. Hood  
Alameda

*H.E. — The BCDC is empowered by the McAteer-Petris Act, which set forth the limits of the commission's authority. Like all bureaucracies, the BCDC is power and budget hungry, so they stretch the interpretation of their limits like a dacron sail gets stretched in a storm.*

*For example, they say they have power to regulate the use of boats because boats are 'fill'. Most folks gag at such a ridiculous concept, unfortunately, the state Attorney General's office has a large throat and swallowed it hook line and sinker.*

*While we can't confirm them, the following are believed to be future BCDC goals:*

✓ *The veto power over everything President Reagan does based on the claim that Reagan's elevation from a private citizen to President was a 'change of use' of his body.*

✓ *The power to regulate the laws of hydrodynamics because hydrodynamics is the study of fluids in motion and there are fluids in the Bay.*

✓ *The right to replace Muhammed as the Prophet of Islam based on the fact the state Attorney General's office is too timid to oppose them.*

*Actually the BCDC Staff's ultimate goal can be expressed in just two words: world domination.*

## □ TROUBLE IN THE BALTIC

In your June Letters, Brooks Townes of Sausalito states, "... at the Port Townsend Woodenboat Woodstock in the late '70's, a Saab rep offered . . ."

I believe he was referring to a Sabb one-lunger instead of a Saab. Sabb engines are the mainstay of the fishing fleet diesels in the North Sea. However, they are not Swedish, but Norwegian.

Come on *Latitude*, give the Norwegians some credit for one hell of an engine they build, Sabb, the most famous one-lunger of them all!

In case you think I am Norwegian who is sore at your reporting, hell no, I'm Dutch. I just want to give credit where it's due.

Bill Breiten  
Bellevue, WA

*Bill — Come on, won't you give us credit for not knowing the difference! We've chucked Brooks' letter, but suspect it's likely that he had it correct and we, thinking he had it wrong, 'corrected' it.*

*By the way, John J. Hall of Richmond was quick to point out the error in spelling and country of origin, too.*

## □ CABLE VISION

Please place a line or two in your fine publication notifying the boatowner that lost a nice CQR and attached items in Treasure Island's Clipper Cove on May 24. He or she may get it back by calling Tom, during the day, at 558-4436.

The owner should be able to describe the anchor and other gear, as well as the circumstances surrounding its loss so we're assured it will get returned to the rightful owner.

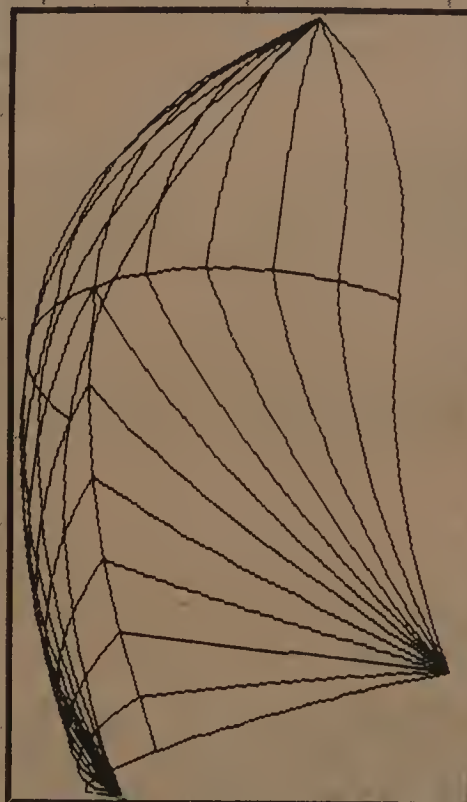
And please, no remuneration is necessary! My reward is the third anchor, a #8 Danforth that I found on the cable in the cove. (The second anchor has already been returned to its owner).

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Spars	Aluminum
Hull	Fiberglass
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# LETTERS

By the way, that cable is five — count 'em — five inches in diameter! So don't anyone start thinking they can pull it up if their anchor gets caught.

I suppose everyone is now interested in knowing the location of this anchor-snagging cable. The illustration shows the location. The



Where to lose — and find — anchors.

anchor to be returned was actually caught on a second cable, which is located at the east end of the cove. Its presence is noted by a sign posted on shore.

Tom Haynes  
Northern California

Tom — This is very nice of you. Send us your address and we'll send you a Latitude t-shirt.

## ☐ GET YOUR MEXICO SAFETY NET ON THE NET

I called MacAfee & MacAfee, the company suggested for Mexican insurance in a May issue letter. But they only write civil liability policies, not hull insurance.

However in San Carlos, Stan Lieberman sells hull and civil liability. He quoted me \$738 for \$70K hull valuation. The company he represents pays claims in U.S. dollars.

Stan is an old schooner man and racer. He says you can call him on the Baja net or telephone him at 011-52-622-6-02-74.

Buzz Hauber  
Ventura

Buzz — Why is it that people think that insurance for Mexico — civil liability and hull insurance — is so hard to get? There's a number of marine insurance brokers in Northern and Southern California that would be delighted to sell you civil liability through a Mexican company and hull insurance through an American company. If you've got decent experience and a fiberglass boat that surveys well, there should be no problem. If you try but can't find it, drop us a line.

As for MacAfee & MacAfee, you're right, they don't sell hull insurance. Helen MacAfee told us they had a total loss on a boat and don't want to touch that kind of coverage again.

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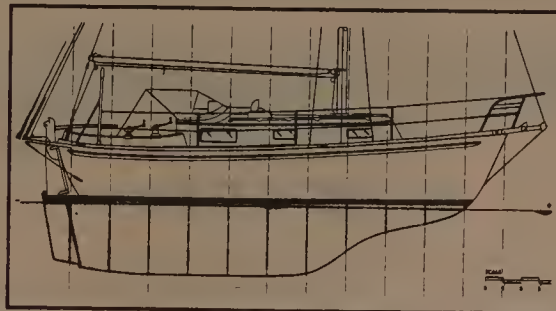
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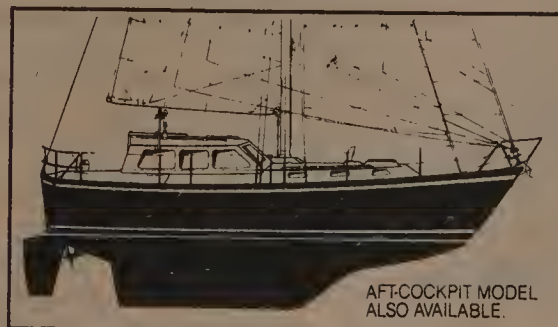
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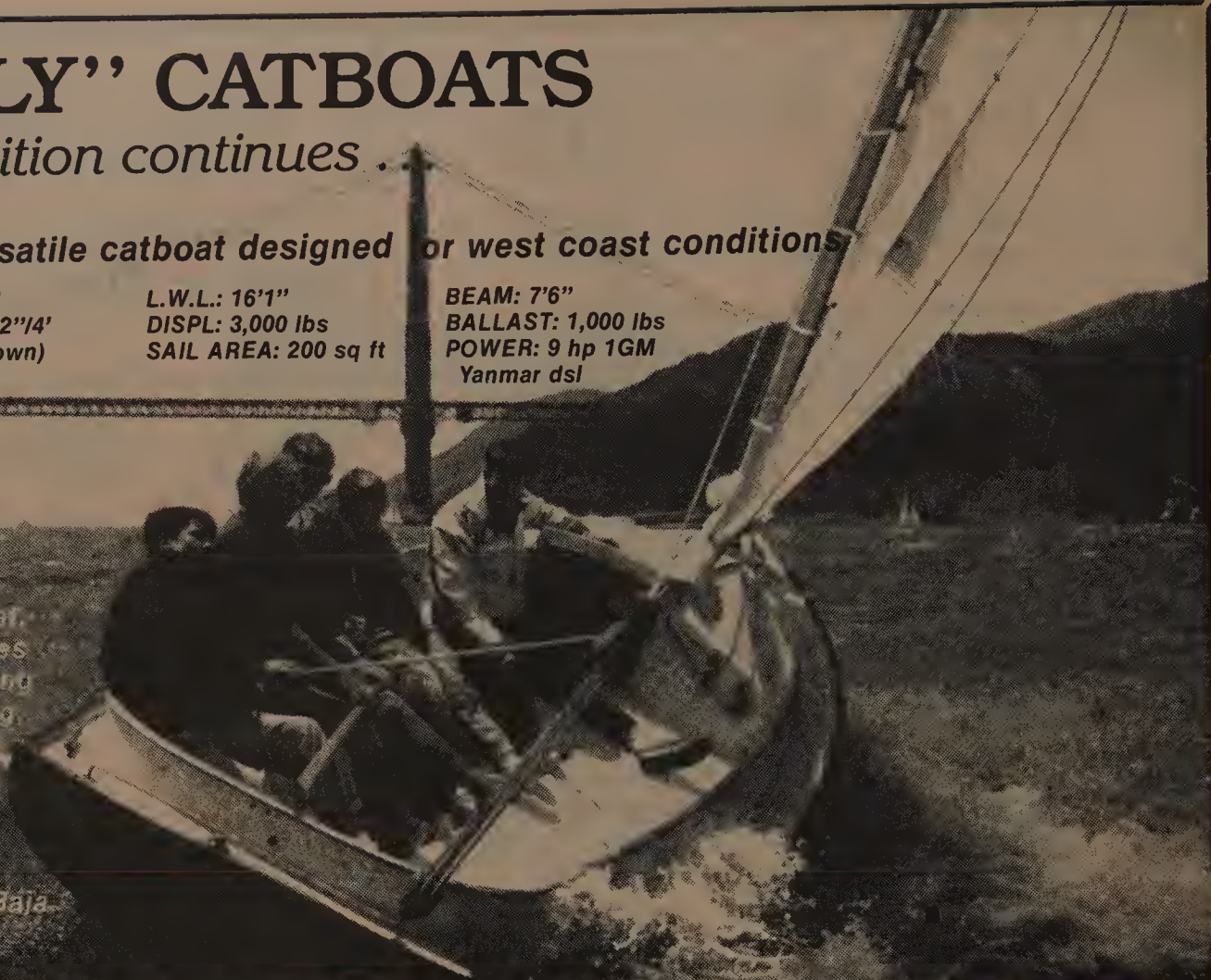
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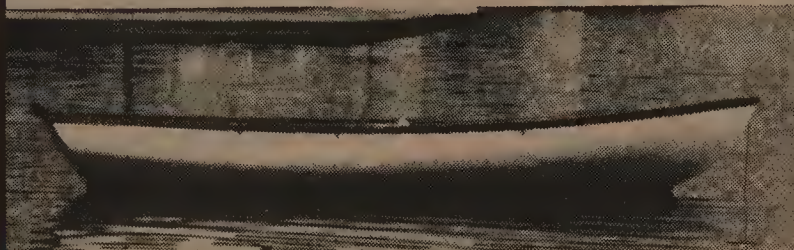
BEAM: 7'6"  
BALLAST: 1,000 lbs  
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Yanmar dsl

Molly is an agile and responsive keel catboat. Her easy-to-sail features are balanced hull, strong proven rig, easy handling, safe helm, and traditional lines and craftsmanship, too. My cabin, lots of storage, and trailerable from the San Juans to the Baja.



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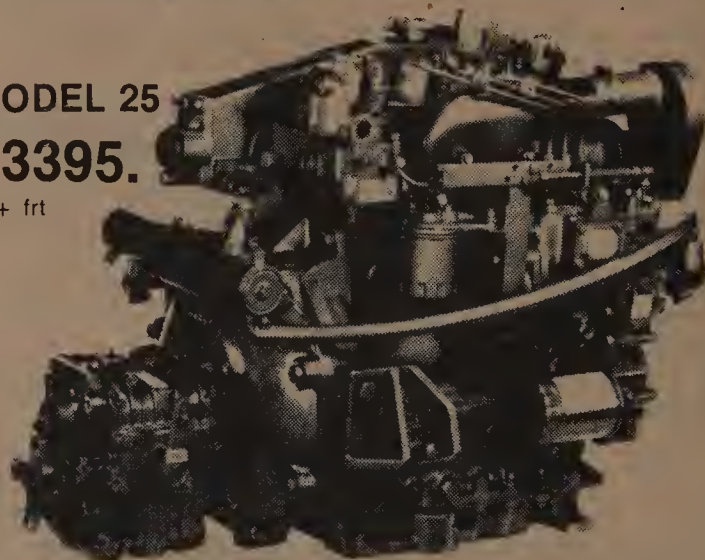
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# LETTERS

## □ CHARTER CONFUSION

As the peak sailing season approaches, we'd like to remind one or two of larger, unscrupulous charter organizations of some basic Coast Guard rules involving skippered charters.

A 'skippered charter' provides a USCG-licensed skipper for up to six paying passengers on an uninspected vessel. Some companies are blatantly disregarding these regulations by dangerously overloading the boats.

What these companies do is 'bareboat charter' a vessel to an individual who is not a qualified sailor and then provide 'qualified crew' who receive compensation. This becomes a skippered charter, not a bareboat charter. How can a person who has no sailing experience be signed on as a responsible skipper for the safety of the vessel and crew?

Most charter companies operate legally, booking just six people and providing licensed captains for skippered charters. But at least one major company continues to violate the Coast Guard rules. Not if, but when someone gets seriously injured on an overloaded boat, all companies and their charterers will suffer. No insurance company is required to cover damage or injury resulting from an illegal charter.

Furthermore, a charter company that requests a USCG-licensed skipper to do a charter with more than six people puts the skipper between a rock and a hard spot. If the skipper refuses, he won't likely work for that company again. If he accepts the job and gets boarded by the Coast Guard, he may lose his license and face a penalty.

Finally, a club that charters illegally puts all other clubs at risk and undermines the laws that the USCG has established to promote safe sailing.

Wayne Kauppi  
President, Sausalito-San Francisco Sailing Club  
Harbormaster, Marina Plaza Harbor

Wayne — We may be cynical, but we don't think the skippered and bareboat charter regulations were established with 'safe sailing' as their primary goal. Want proof? Well, you tell us which boat you'd feel safer on:

1. A bareboat charter boat going around the Farallones with 20 people aboard skippered by a first-time sailor.

2. A 'skippered' charter boat — in fact the same one as above — with seven people aboard sailing from San Francisco to Sausalito under the command of a licensed skipper with 30 years sailing experience on the Bay.

Of course you'd rather be on #2 rather than #1, but the problem is that charter #2 is illegal while charter #1 is legal. So much for any connection between Coast Guard charter regulations and 'safe sailing'.

With that understood, let's take a quick look at the regulations. It's correct that the maximum number of passengers on a skippered charter is six. If any companies are putting more than six on skippered charters they are in violation of the law.

However, it is perfectly legal for someone to bareboat charter their boat, and the charterer is perfectly legal in inviting far more than six guests. In order for it to be a legitimate bareboat charter, there are several requirements. Very roughly stated, they are:

✓the owner must turn over full command of the boat to the charterer.

✓the owner must not make the charter of the boat provisional on the hiring of a certain captain and crew or even from a list of captains and crew.

✓The charterer need not hire a captain or crew, but if he does, he may discharge them at any time he wishes.

✓the charterer must provide all food and fuel and must pay for

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# LETTERS

other things like port charges and insurance. (While the latter might seem difficult to get, it isn't; there are companies who have tailored policies specifically for this purpose.)

In conclusion, there's nothing illegal or even difficult about offering a boat for bareboat charter. Whether the companies you're referring to are doing it illegally — by making charterers take certain crew, which makes it a skippered charter with a passenger limit of six — is something we don't know. If they are, they should stop.

More on charters — bareboat and otherwise — next month.

## ☐ DRINK CEMENT; GET REALLY STONED!

Here's yet another 'banana letter'.

Smoking bananas? Yes! Back in the late 60's it was alleged that the inside of a banana peel, after being scraped off and dried, would produce mild euphoria when smoked. After much investigation by federal authorities, it was determined that this was a hoax.

Along with bananas, lettuce, when smoked, was thought to produce the same euphoric effects.

On both counts, the effects derived from smoking the bananas and lettuce are the result of hyperventilation caused by the act of smoking — nothing else.

I guess ganja is still the best bet.

Gary W. Froemming  
Glendale, Arizona

Gary — We always figured folks from the Southwest thought peyote was the best bet. Or its nautical equivalent, the coffre zinga,



Bored with getting 'high' on life? Eat one of these.

pictured here, which "certain knowledgeable people consume to experience hallucinatory sensations".

## ☐ SAILORS OF MERCY

I have the pleasure of serving aboard the newest hospital ship of the United States Navy, the USNS Mercy (TAH 19).

We are presently on a humanitarian medical mission to the Republic of the Philippines. The ship, upon our return, will be based in San Francisco Bay and berthed in Oakland. The medical crew consists of members of all three military services plus the Public Health Service. They come from all over the country, with many coming from Oakland Navy Hospital, Travis Air Force Base Hospital, and Letterman Army Hospital. We should return to the Bay Area in early July probably around the 10th.

I am writing to you from the town of Puerto Princessa on Palawan Island. This is a lovely town with a picturesque harbor. It has been said that this is a good harbor to wait out the typhoon season. It has an international flavor with its English restaurant (Cafe Puerto), a German restaurant (Zum Kleinen Ankor), and a first-class hotel (the Rofels).

My reason for writing is to let you know I'm doing my part for the worldwide distribution of the best yachting magazine ever published — *Latitude 38*. I gave up my February, March, and April dog-eared

Santana 35  
To Tell The Truth

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# LETTERS

issues to a group of yachties spending the typhoon season in this harbor.

Preston and May Moore on the yacht *Monela*, a 33-ft one-off steel sloop are from the U.S. and have been cruising for six years; Prue and Errol Wisseman, yacht *Fred Tu*, a 32-ft Taiwan-built sloop are recently retired from Hong Kong and are on their way for a world cruise; Roy Bettis from Tampa on *Seaking II*, another Taiwan built sloop; and a 70-ft schooner, aluminum hulled, Taiwan built yacht registered in Cowes: these were the recipients of my prized issues. I'm sure they will circulate in this part of the world for some time. You'll be pleased to note that they all knew of *Latitude 38* and were delighted to receive the copies.

Lynn K. Ogden  
USNS Mercy

Lynn — What a wonderful thing to do. Thank you.

## □ MEMORY IS KNOWLEDGE

You're off course about ham licenses. Ham radio is *not* for the solitary purpose of the boating public. It is, by law, "to provide trained radio operators in order to maintain communication during emergencies and times of national disaster". To that end, the proficiency of code is paramount.

It may come as a surprise to you that a 100 watt transmitter, typical to most hams, will not enable you to yak to Bolivia at your whim. I can get through to San Diego from here most, but not all, days. Code will get through to San Diego and beyond.

The test questions and answers have been in the public domain for years. The book I bought two years ago, published by the ARRL, was the eighth edition. Sure many people read and memorize the questions and answers. However, if you know the answers to 200-plus questions, you will know a lot about radio. Let's face it, what is learning but memory?

I think most of the complaints about ham tests come from people who are not licensed and have little or no knowledge. The licensing process incites learning. How about it, *Latitude*, do you have a license?

Eddie Alexander KI6KH  
Magellan  
Redwood City

Eddie — If you believe that 'memory is learning', the source of our disagreement becomes clear. Our four-year-old son can open any one of many children's books and recite the contents word for word. But he doesn't know how to read. Not any more than folks who memorize the answers to multiple choice test questions truly understand radio theory.

We understand the purpose of ham radio as stated in the law. But time and technology change. And so should laws. As a method of communicating during emergencies and national disasters, ham radio is becoming less and less important. Is it little wonder that fewer and fewer people are becoming interested in Amateur Radio? We think radio authorities ought to be open to the possibility that mariners and Amateur Radio could develop a symbiotic relationship.

Do we have a license? No, Eddie, we don't. Between raising a family, publishing a sailing magazine, and trying to sail as much as possible, there is precious little free time. Our TS-430S sits covered in dust because we're simply not willing to use that little free time to indulge in meaningless rote learning. It's a matter of value. A ham license would offer considerable convenience and safety; but our evaluation is that at this time the benefits don't justify the hazing process.

Santana 35 'Trivia'

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Santana 35, Swell Dancer, Jim Graham, owner

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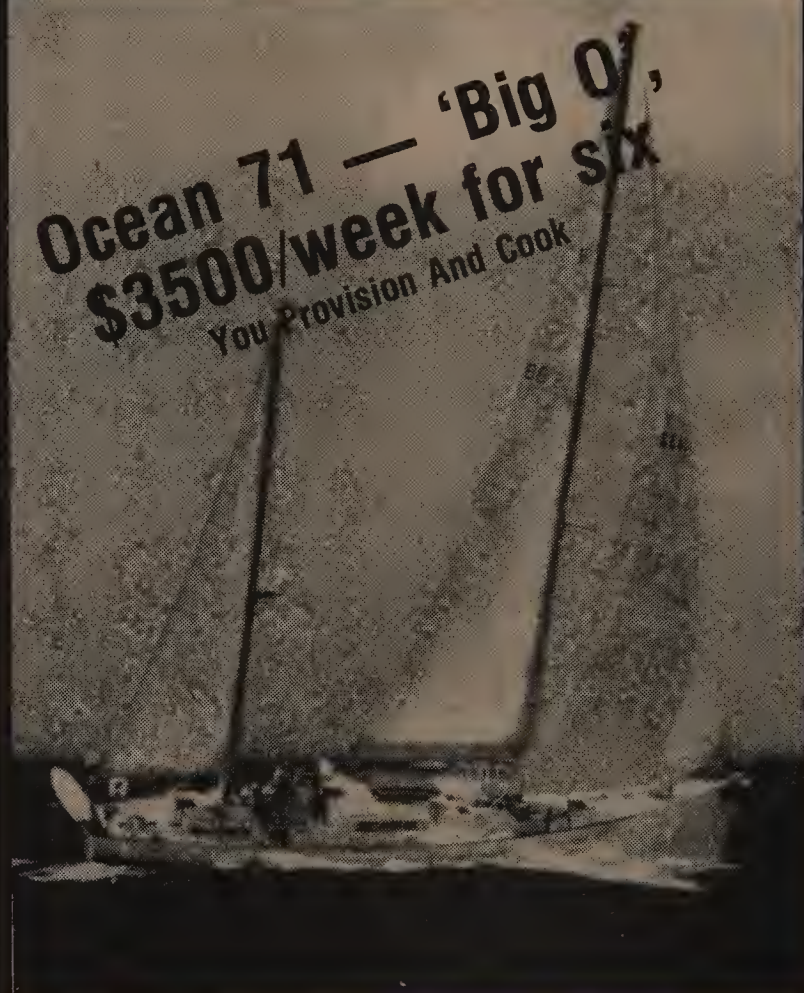
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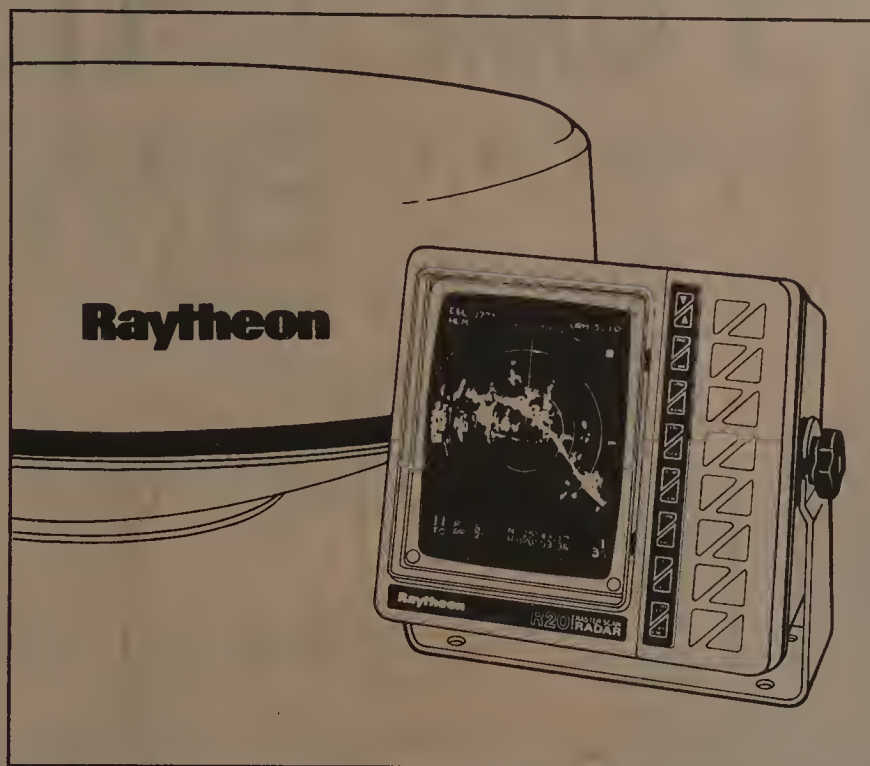


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# LETTERS

*Nobody need cry for us. There's abstinence. There's SSB. And sometimes there's land lines. But for those who the hazing is worth the benefits, see our article on ham radios elsewhere in this issue.*

## □ COVER MATERIAL

Amid all this discussion on who or what should go on the cover of *Latitude 38*, 34, etc., etc., etc., I thought it my duty to offer you the last alternative to some dippy choices.

Since you have previewed everything from seagulls to babies, I thought you might like the image of a "man's man" on the cover.

In keeping with the tradition of being one of the great literary publications of our times — and definitely a reliable source for a lot of wholesome T&A — you should have "one of the guys" beckoning your readers herein.

Take me, for example. I work long, strenuous hours making my



This dog thinks he's a wolf.

territory in the marina. When I drive my Schock 35 around the buoys, I hold the tiller in my teeth. And when I want to send a message to the foredeck, I don't screw around — I send it Federal Express! To top off my masculine, god-given dominance, I head up the local chapter of the D.F.S.D. Committee — Dogs for Shorter Dresses (yeah, yeah, you read it right).

Then to get the pretty young girls to coo all over the place, I just put on this pathetic 'life's been hard on me' face, and watch them rubs and kisses fly! Yeowsa!

It's no question in my mind, that I, the best-looking 49-year-old labrador retriever around, will bring in the guys (and I don't mean the sissies!) because they can relate to what I'm up to; and the girls, because I'm so cuddly and have 'pity me' eyes.

Now wouldn't you be more hip with the times featuring me on the cover instead of pampers?

Barney "Barndog" Dogstein  
Marina del Rey

B.D. — Bow-wow-wow!

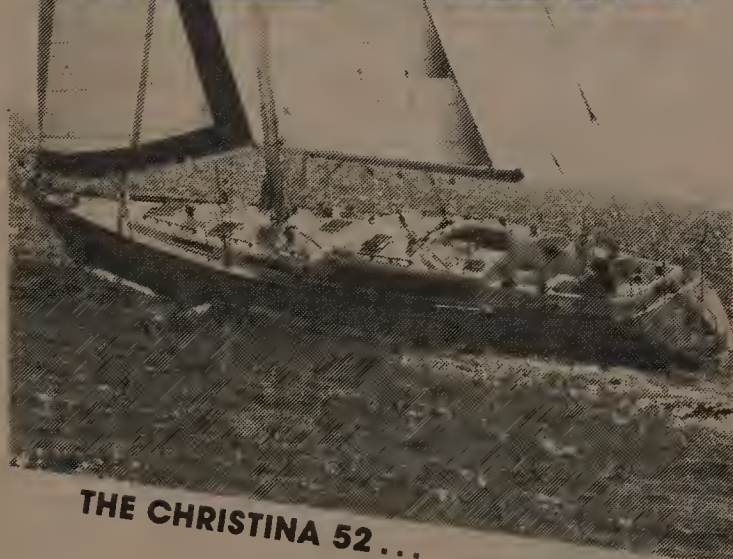
## □ 'GLASNOST' BY THE BAY?

I can't help but comment on the extremely rare Rolls-Royce owned by Bill Lee. The left-hand drive model was only built during the years when license plates were printed backwards, as shown on the photo on page 140.

I'm going to try some "glasnost" on my colleague on the Marin

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33' 1981 Hans Christian: 2 staterooms. Ready to cruise	85,000
34' 1985 Pearson: No money down lease	Lease
36' 1984 Ericson: Fast fast performance model	75,000
38' 1979 Alajuela: High quality cruiser. Anxious	79,000
38' 1983 Hans Christian Traditional: Reduced	115,000
38' 1978 Hans Christian Traditional: Two from	89,000
38' 1984 Hans Christian Mark II: Better than new	134,000
41' 1986 Hans Christian: Loaded	149,000
43' 1979 Hans Christian: Bristol. Reduced \$12K	120,000
43' 1982 Hans Christian: Clean & custom	135,000
44' 1981 Hans Christian Pilothouse, our docks	159,000

## POWER

36' 1969 Grand Banks Trawler: Classic double cabin	Offers
42' 1980 Hatteras LRC: High quality trawler	175,000
60' 1978 Hatteras S/F: Enclosed bridge	495,000
73' 1973 Chris Craft Roamer: Over 1 million invested	695,000
96' 1956 Broward: Bristol wooden cruiser	Offers



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The Sabre 34 was chosen a "Boat of the Year" by a select panel of naval architects for *Sailing World*.

The experts agree... The Sabre 34 is the ultimate performance yacht in her class.

She strikes a perfect balance between speed and ease of handling. The Sabre 34 is a powerhouse from stem to stern, with U-shaped hull sections forward and fuller sections aft. She sports an innovative elliptical rudder for added swiftness. Thanks to tight sheeting angles, she points exceptionally well.

The quality of her appointments demonstrates a heightened awareness of the sailor's needs. Her custom crafted teak interior features a settee arrangement with fold up table, and nav station equipped with built-in tool drawer. She is a marvel of spacious accommodations. The main cabin offers 6'3" headroom and 6'4" berths. She sleeps 7 in complete comfort, has an extra large U-shaped galley with double sinks, and a roomy washroom.

For efficiency and comfort above deck, she features an uncluttered T-shaped cockpit, cabin top traveller, raised helmsman's seat and anchor locker.

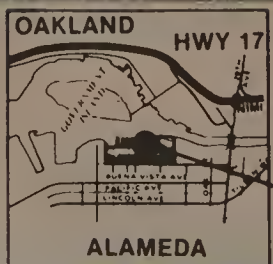
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# LETTERS

County Board of Supervisors — Al Aramburu — for a sensible solution to the Richardson Bay anchor-out issue.

Lastly, the Sensi Sport Sponge may be the answer for everything except for what your model (page 123) is sitting on.

Normal de Vall  
Supervisor, County of Mendocino

Norman — They say that politics is the art of compromise, but maybe 'they've' never met supervisor, BCDC commissioner, and RBRA representative Aramburu. Did some playmate bash him over the head with a boat when he was young or something? In a county and a region beset with many serious problems, what's behind his relentless and intransigent campaign against folks with boats?

## □IDIOTS — IN OAKLAND?

Re: Your April article on the lightship, *Relief*.

You wrote that the *Relief* had been offered space by the City of Oakland for about a year until the restored yacht *Potomac* is ready to tie there.

I am enclosing photos taken last week of the *Potomac* in what is



The 'Potomac'.

probably her final resting place. She has been in this condition for several years and is another example of the work of the idiots who pass for government in Oakland.

If she is ready to moor in a year it will be a miracle or the result of the expenditure of untold tax dollars.

John — We tend to agree with you, believing Al Davis and the Raiders will be back in Oakland before the *Potomac's* bottom kisses the brine again.

However, such situations are not confined to Oakland. Stored in Sausalito on a barge — at who knows what cost — is the coastal schooner *Wapama*. She seems at least as far from restoration as the *Potomac*. And with her yellow cover and great bulk, she represents something of an eyesore — even to those who are sympathetic to her plight.

## □TEHUANTEPEC STRATEGY

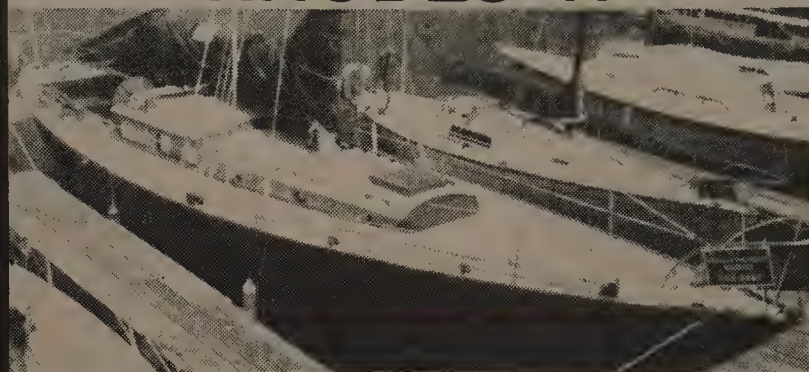
I read the *Tehuantepec Victim* diary with interest. While I empathize with the Poore's, it does not surprise me that they got into trouble. There are only two generally accepted routes to take while crossing the Gulf of Tehuantepec. One is stay 500 miles offshore, the other is to stay no more than 500 feet from the beach.

Tehuantepec is a volatile area. Pressure differences between the Gulf of Mexico and the Pacific Ocean often produce sudden and violent wind conditions. Warm air from the gulf side rushes with a vengeance to the colder Pacific side. This is called a Tehuantepecer. The average wind strength in Salina Cruz in the winter months is around 40 knots. The Tehuantepecer can blow anywhere between Puerto Madera and Puerto Angel.

A Tehuantepecer is basically an offshore wind, therefore fetch becomes an important factor. The longer the distance over the water the wind blows, the larger and steeper the waves become.

In 1978 I was hired to deliver an *Islander 36* from Puntarenas,

# RHODES 41



Rhodes Design, Kettenburg built, fiberglass hull, new diesel, cutter rigged, KM, DS, WP, Spinnaker. ASKING \$49,500. Owner Financing Available

## BUYER'S MARKET

Websters Dictionary definition: a market in which goods (yachts) are plentiful, buyers have a wide range of choices and prices tend to be low.

UNDER \$10,000			
20'	NEWPORT	1968	\$4,900
22'	SANTANA (2)frm	1966	4,000
23'	ERICSON	1976	9,750
23'	RANGER SOLD		9,850
24'	ISLND R BAHAMA	1967	7,900
24'	J24 SOLD	1979	9,950
25'	CAL	1965	6,500
25'	ED MONK, wd	1947	5,000
25'	PACIFIC CLIPPER	1958	3,900
25'	MACGREGOR	'80	6,995
26'	CLIPPER	1973	6,300
26'	COLUMBIA	1969	8,000
26'	ERICSON	1967	9,500
UNDER \$30,000			
24'	MOORE	1980	14,500
24'	SAN JUAN	1976	12,750
25'	BUCCANEER	1980	15,500
25'	MERIDIAN	1964	14,500
25'	ERICSON25 +	1979	16,500
25'	MERIT W/trl	1983	15,000
26'	CHRYSLER	1977	14,500
26'	PEARSON	1975	13,500
26'	RANGER SOLD	1976	11,500
26'	S-2 7.9/trlr	1982	21,500
27'	C&C	1977	26,900
27'	CAL 2-27		22,500
27'	ERICSON	1973	19,900
27'	O'DAY	1973	12,900
27'	SUN YACHT		22,750
27'	TARTAN	1975	20,500
28'	COLUMBIA	1969	15,000
28'	SAN JUAN	1979	26,900
29'	CAL	1970	21,950
29'	COLUMBIA 8.7	1978	25,900
29'	LANCER		25,000
30'	CAL 2-30	1968	22,000
30'	ERICSON	1969	27,500
30'	RAWSON	1962	19,500
30'	ISLANDER	1976	23,500
30'	PALMERJSN	1972	31,500
UNDER \$50,000			
28'	RANGER	1975	24,800
30'	SABRE SOLD	1983	49,500
30'	CAL 3-30	1974	31,500
30'	CAPE DORY	1976	45,000
30'	TARTAN	1973	30,000
31'	CAL	1979	39,500
33'	CAL SOLD	1973	OFFERS
33'	MORGAN OID	1973	39,500
34'	DASH	1982	37,500
34'	HUNTER	1983	49,500
34'	WYLIE	1980	48,500
34'	CAL 3-34	1977	47,000
36'	ISLANDER SOLD		39,500
41'	RHODES	1960	49,500
UNDER \$100,000			
34'	O'DAY	1981	59,950
34'	SABRE	1983	79,000
35'	CAL 2-35	1980	76,500
36'	PEARSON	1977	65,500
37'	FLYING DUTCHMAN	1979	69,000
38'	DOWNEAST	1978	67,500
38'	ERICSON	1980	87,500
38'	FARR	3 frm	82,000
38'	MORGAN	1978	87,500
40'	WILDERNESS		84,500
41'	TARTAN	1975	69,500
45'	FAR EAST	1970	72,000
46'	GARDEN CSTM	1970	98,500
OVER \$100,000			
37'	MAGIC Demo		119,000
39'	CAVALIER	1980	115,000
42'	IRWIN	1975	120,000
44'	PETERSON	1977	149,000
45'	LANCER	1980	125,000
47'	GARDEN VGB	1983	139,500
48'	C&C	1982	240,000
52'	COLUMBIA	1972	125,000
52'	GARDEN "Porpoise" /slp		125,000
60'	CLASSIC, wd	1911	150,000

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Sabre 36', 1986... 107,000  
Valiant 40, 1979... 129,000  
Swan 47', 1977... 198,000  
Norseman 447, 1982... 189,000  
Westfall 32, 1978... 62,500  
Bristol 33, 1968... 35,000  
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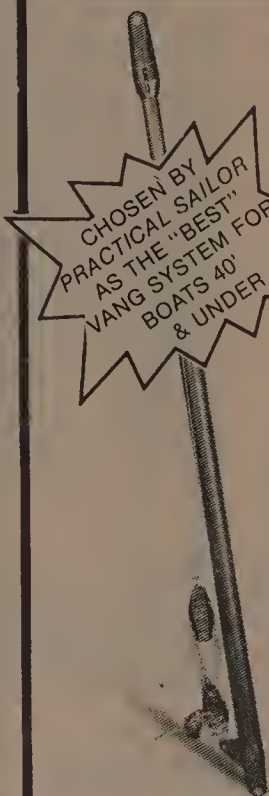
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# LETTERS

Costa Rica to San Diego. I asked the advice of anyone who knew the area of the Gulf of Tehuantepec. A Mexican fisherman told me, "Keep one foot on your boat, and one foot on the beach." We sailed 50 to 100 yards off the beach for 350 miles. It was the best sailing of the trip. The wind blew 35 to 40 the whole way through the gulf. We reached along in flat water with a reef and the number four averaging 7.5 knots.

There are no obstructions, it's a sand bottom all the way, and the scenery makes it interesting. Just stay in about 35 feet of water and don't be surprised to see a boat or two pass inside of you. The Mexican shrimpers really get on the beach.

If you sail through the Gulf of Tehuantepec anywhere between the 500 foot and the 500 mile boundaries, you can almost be guaranteed to get your ass kicked.

I'm sorry to read of the Poore's misfortune, but hopefully this letter will help any future voyagers through that area.

John Humphrey  
Santa Cruz

*Readers — John Humphrey has been a long-distance delivery skipper and ocean racer for more than a dozen years.*

## □ BORN UNDER A BAD SIGN

Here is a short report on the problems I've suffered after purchasing a Zodiac Cadet — with five year warranty — four years ago.

At least once every year and more recently twice a year, it's had to go in for warranty work. Since I live in Oahu and had to ship the Cadet to Kauai, it was very time-consuming.

The worst of the problems was the delamination of the pontoons and the separation of the transom. Attempts to deal with the new people in Kauai became a nightmare and eventually they returned it without doing the work requested.

In the end, I called Bill Mow in Los Angeles who said to ship it to him so it could be fixed once and for all. Ha! Nothing was accomplished.

After six weeks, he informed me that it was beyond repair. I could either have it back as it was, buy a brand new one, or get a rebate of \$218. I took the rebate. I figured one piece of junk was enough.

The same thing has happened to other cruisers we know.

Rick Segitz  
Honolulu, HI

*Rick — It's our understanding that Zodiac did have very serious delamination problems with some of their products about four or five years ago, and that not everyone was completely satisfied with how the problems were resolved. The word we've gotten in that the newer Zodiac's don't have delamination problems, although that doesn't do you any good, does it?*

## □ AN OLD FRIEND

In the May issue's article on Sea of Cortez Race Week, you mentioned *Fanfare*, owned by John Farrell.

Could this be the infamous John Farrell of the 60's from Manhattan Beach? Someone out there must know!

Barbara Rhodes  
Berkeley

*Barbara — Somebody must know, but we surely don't.*

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# How we broke new ground by tackling an old problem.

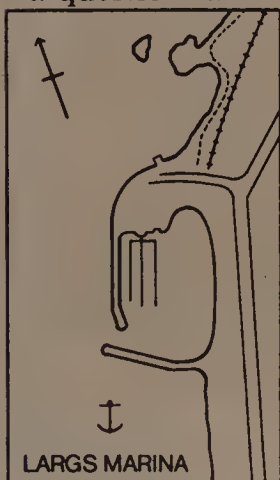
Two years ago we went to our Design Team and said: "Look, the Simpson-Lawrence windlass range is great. But there are a lot of people with 25 to 35 foot boats who want some help with anchor handling and can't find anything on the market designed for their needs. Get on the

The response surprised us. It matched all the criteria — but it was vertical and it used a sheet winch handle. A vertical manual windlass? It was certainly different. How would the market react? We weren't sure.

## Sea trials

We made a prototype and invited 70 people — yachtsmen, their wives and children — to Largs to try out the new concept in comparison with a conventional lever action windlass.

We had two 28 footers fitted with the windlasses anchored in 20 feet of water in a squally force 4 wind. Our guinea pigs tried them out. At the end of the trials they were asked to complete a questionnaire. The results were astounding.



- 79% preferred the appearance of Anchorman.
- 80% reckoned recovery was faster than with the horizontal model.
- 58% said Anchorman was easier to operate.
- 79% said they would prefer to buy the Anchorman if both models were priced the same.

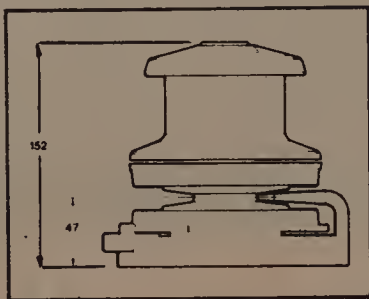
It was obvious we had a winner.

Interestingly, the operating position adopted by everyone was the same for both windlass types: down on one knee, one hand operating, and with a steadying hand on the guardrail.

## A choice of models

Our first prototype featured both a rope/chain Gypsy and Warping Drum. Then we thought — maybe some people don't want the drum. So we offer two models — Standard Fit with Gypsy and Drum and Low-Profile with the Gypsy only. And we mean low-profile, it's only 92mm (3-5/8" high)!

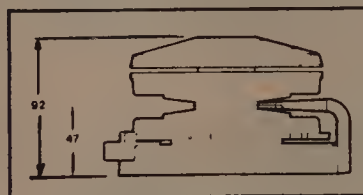
A few technical facts about Anchorman. The ratio is 5-1/2 to 1, which means a 100lbs pull is achieved with only 18lbs muscle power. On a 30



drawing board and come up with something. Here's the brief: it must be light, compact, good looking, easy to use, inexpensive and easy to fit. And no compromises on quality."

A tall order?

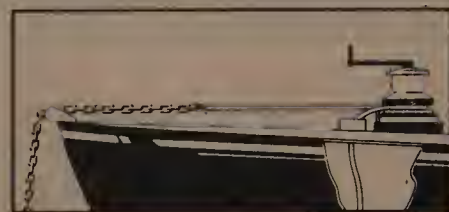
footer loads of over 80lbs are unlikely, so your wife or 12 year old child can handle the anchor while the skipper stays in command at the helm. Maximum pulling power is 500lbs.



Operation is a continuous motion just like using a sheet winch. To veer the anchor just reverse the action to release the clutch. As you probably have a couple of winch handles on-board already we don't supply one, which helps keep the price down.

Anchorman's unique rope/chain Gypsy will handle standard short link chain from 1/4"-3/8" and 1/2"-5/8" three strand

rope. Calibrated chain is not necessary. There is a choice of fixing stud lengths and a complete installation kit for a more professional finish.



## Test it for yourself

Whether you are in the market for a windlass or not, if you have a boat between 25-35 feet try Anchorman out for yourself. Phone your chandler — he's sure to have Anchorman in stock.

Anchorman is absolutely new but it's already being fitted by many leading boatbuilders. This new concept in anchor handling has excited their interest and you can expect to see Anchorman fitted as standard on many production boats. This includes power boats with not only foredeck but aftdeck installations for stern handling.

If you and your crew have suffered from the mud, sweat and tears of heaving home the anchor, you'll be glad to know that help is at hand.

For more information, see your local chandlery, or contact Avon Seagull Marine, 1851 McGaw Avenue, Irvine, CA 92714.

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SAIL				
Length	Yr.	Hull	Make	Price
46'	'68	Wood	Kettenberg	75,000
43'	'47	Wood	Fellows & Stewart	50,000
40'	'60	Wood	Block Island	50,000
36'	'72	Glass	Islander	40,000
36'	'70	Wood	Souter/Owens Rcr	49,900
33'	'63	Glass	Pearson	18,000
30'	'73	Glass	Columbia	18,500
28'	'62	Glass	Pearson/Triton	14,000
26'	'69	Glass	Columbia	5,200
25'	'81	Glass	Catalina	10,000
25'	'81	Glass	MacGregor & T	8,000
24'	'72	Glass	Venture & T	4,000



*For More Information*

*Contact:*

**JOE PETRUCCI**

**OR**

**MICHAEL DONOVAN**

**(415) 723-2811**

SAIL				
Length	Yr	Hull	Make	Price
23'	'74	Glass	Aquarius & T	5,000
22'	'74	Glass	Catalina	4,500
21'	'74	Glass	Victory	1,500
20'	'68	Glass	Newport	2,500
19'	'63	Glass	Oday Mariner & T	1,500
20'	'80	Glass	Toronado Catamaran	2,000
16'	'76	Glass	Parker 505 & T	3,500
16'	'76	Glass	Parker 505 & T	3,500
16'	'72	Glass	Parker 505 & T	3,000
16'	'76	Glass	Contender & T	2,000
POWER				
47'	'60	Wood	Stephens	60,000
33'	'60		Trojan, Twn DSL	14,000
19'	'76	Glass	Spectra	8,000
OTHER				
18'	'77	Wood	Rowing Dory	1,500

# LOOSE LIPS

What's black, funnel-shaped and wrecks boats?

Back on February 19, Jewel Roger's husband, Dave, and a couple others were working on the coast near Pt. Sur. It had been a week of heavy weather and on this particular day it was so windy in the morning that workers had to shout — and they could barely hear each other.

That afternoon they were still shouting when suddenly the wind became still and they could hear. When they looked out over the ocean they saw a huge waterspout. The waterspout — and



Big trouble on the water.

sometimes a second one — remained a couple of hours, occasionally changing shape.

We don't get many waterspouts in Northern California, and it's a good thing because they are deadly. Nothing more than tornadoes on the water, they can kill. Remember what the tornado did to Saragossa, Texas, a few months back?

If you think hurricanes are bad — and they're *very* bad — consider that the rotating winds inside a funnel spout can reach 200 to 300 miles per hour. Waterspouts are smaller, more intense and much more destructive — when they hit something — than hurricanes.

You find waterspouts when there is great thermal instability, high humidity and the convergence of warm, moist air at low levels, with cooler, drier air above. The diameter of a waterspout can vary between a couple of miles to as little as a couple of feet.

Thick or thin, you want to do your best to keep away from them.

Let's have a show of hands. How many of you out there remember Bruce Perlowin?

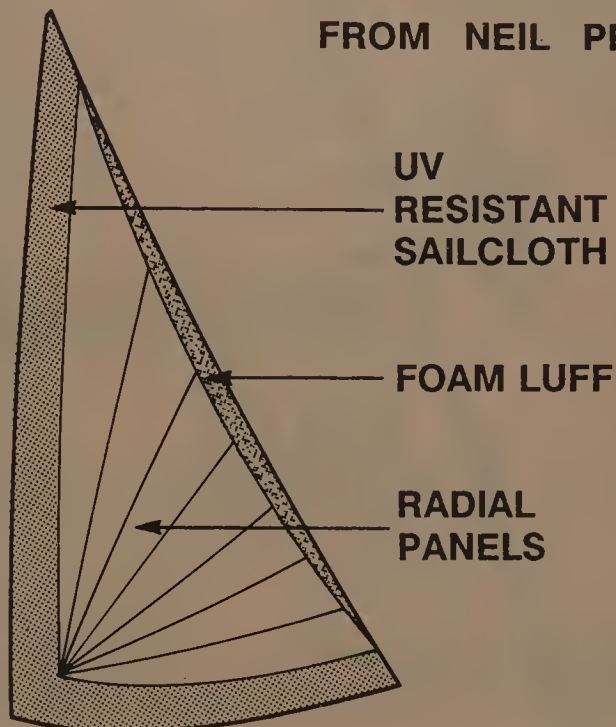
He's the guy who masterminded smuggling \$150 million of pot into San Francisco Bay and never got boarded by the Coast Guard once. You remember, we did a two-part interview with him.

On June 10, an associate of Perlowin's, 46-year-old Berkeley lawyer Harvey J. Sande, was convicted of conspiracy to defraud the government and making false statements to the feds. According to a report in the *Examiner*, Sande helped Perlowin buy real estate, a

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 **Neil Pryde Sails**

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YES, send me more information about a Neil Pryde UV Furler for my boat!

Boat type \_\_\_\_\_

Maximum overlap - 130%, 140% or 150%<sup>d</sup> \_\_\_\_\_

"J" measurement \_\_\_\_\_

Maximum luff available  
(top of furling drum to bottom of halyard swivel) \_\_\_\_\_

Make and model of furling system \_\_\_\_\_

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# LOOSE LIPS

Cessna, and open a stock account using drug money.

Sande, who will be sentenced later this month, faces up to ten years in the slammer as well as a \$20,000 fine. Perlowin is serving a 15-year sentence, although Bruce himself told us this really means about six or seven years.

Ron Urmini of Sausalito is the new harbormaster of Port Sonoma on Highway 37. He has been a launch operator, passenger boat captain and tugboat operator. In the next year Port Sonoma plans to add 202 berths, a restaurant and rental building for marine businesses.

The bigger they are the harder they fall.

Warren and John Stryker are a couple of old California friends of ours who each sailed their boats to St. Thomas in the U.S. Virgin Islands about five years ago. They recently flew to a beachfront hotel in the Dominican Republic for John's wedding reception. They — like a lot of folks — say the D.R. is a terrific place.

While John was busy doing whatever it is grooms do on their wedding night, Warren went down to a nearby reef to check out a wreck. It wasn't just an ordinary wreck, but an almost brand new 92-ft cored fiberglass beauty of a sailboat. Her name was something like the *X-Dream*.

There was a guard on duty, but he was enterprising. For five pesos he would give Warren the deluxe guided tour of the boat. Warren's been on a lot of boats in his life, but he says this vessel has the finest interior woodwork of any American built boat he's seen.

But not many people are ever going to see it. For *X-Dream* is unlikely to ever float again. Warren describes the hole in her hull thusly: "It's the size of my real estate office in St. Thomas."

Are you out there, Paul Edell?

In the April issue, Paul Edell wrote that the charter agreement he has with The Moorings in Raiatea, French Polynesia is about to run out and that he can't pick up his boat as early as he'd planned. Thus he wants somewhere to dock the boat inexpensively or put it in further charter service.

We've since received a reply from Mike Krivohlavy of Gray Whale Charters in Cairns, Australia, who writes:

"I suggest considering the Great Barrier Reef at Cairns, North Queensland, Australia. Cairns is a very fast growing tourist area with many attractions. This part of the world has great sailing weather, very friendly natives and a lifestyle similar to California. The rate of exchange for your U.S. dollar is an added bonus.

"I am a United States Coast Guard licensed skipper and have owned and operated a sailboat charter business at Pier 39 in San Francisco. If personal or character references are required, contact Harbormaster George Hagerman at Pier 39. I am sure he would oblige."

Mike says he'd be delighted to hear from Mr. Edell or anyone else interested. His address is Gray Whale Charters, Box 1823, Cairns, Qld. 4870, Australia. If you've got pockets of change, you can also phone him at (070) 51 9249.

Sailmaker Shuffle (con't).

The rumor mill has been grinding away furiously since John Kolius left Ulmer Kolius Sails in early June. Apparently the former skipper of the New York YC's *America II* has put his Seabrook, Texas, sail loft up for sale and has given up his interest in the sailmaking concern that he and Butch Ulmer formed almost four years ago. Our phone calls to the UK headquarters in Connecticut went unanswered, but supposedly Kolius' plans in the near future include hitting the maxi, 12-Meter and One Ton circuits.



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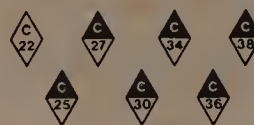
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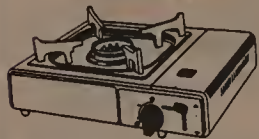
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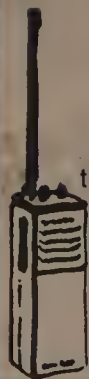
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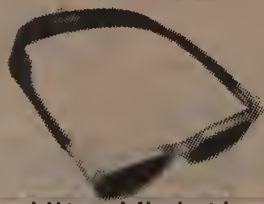
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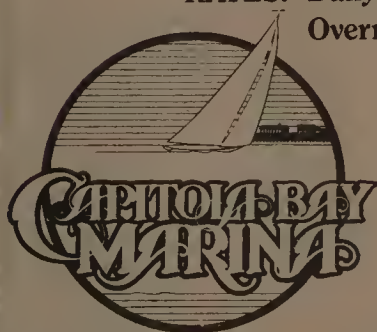
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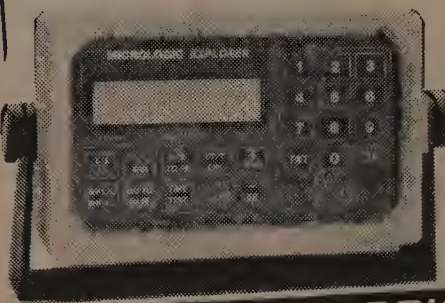


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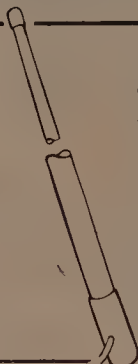
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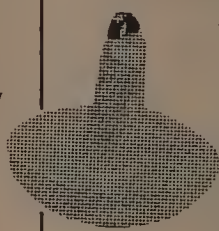
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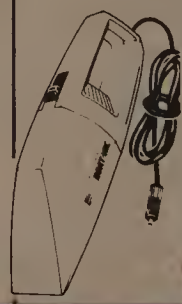
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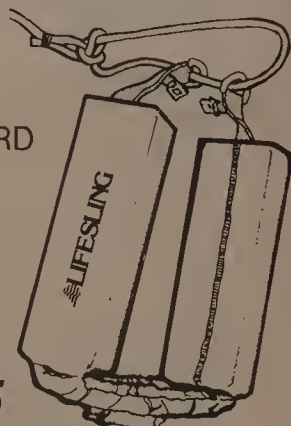
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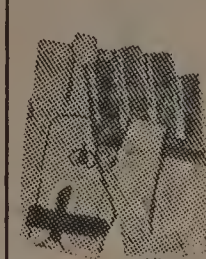
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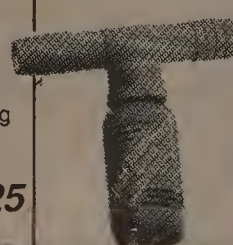


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## ***whirlwind* goes deep six in racoon strait**

No matter how many times we get knocked down on a spinnaker run, an insistent little inner voice always asks the same thing — will it come up this time? Or will the boat stay down, fill with water and go straight to the bottom? Friends out for their first sail ask similar questions — how far will the boat heel, will it go all the way over, and so on. Our answer always is don't worry, sailboats are designed to right themselves. It has to do with beam, buoyancy, lead in the keel, that sort of thing . . .

Despite our assurances, we know there are no guarantees in life, and sometimes things go so totally wrong that boats go over and don't come back

. cont'd on next sightings page

## **the balloon**

Democrat or Republican, you've got to admit that Governor Duke is facing some tough decisions.

As we've all been reading, there's the huge stink about whether the budget surplus should end up as a tax rebate or go to education. And there's the divisive debate over whether the environment of San Francisco Bay should be safe-guarded or whether Southern Californians should be shipped



## stops here

San Joaquin River water so they don't die of thirst.

But according to *Latitude's* sources close to the Governor, neither of these two issues are causing Duke as much anguish as what to do about Senate Bill 744. This, of course, is the famous 'water balloon bill' sponsored by Recreational Boaters of California (RBOC)

cont'd center of next sightings page



CASEY WOODRUM

## whirlwind goes deep six — cont'd

up. Ask Mike Reynolds. On the way back to Brickyard Cove after racing in mid-Bay Saturday, June 13, his Express 27, *Whirlwind*, took a big gust under spinnaker and rounded down in Raccoon Strait.

Usually when that happens the boat heels over, spilling the wind from the chute, the main gybes, the crew releases the sheets and the boat rights itself. Then the crew gets the sails under control and the boat starts moving again. This time the spinnaker sheet snagged on the boom, and instead of gybing and spilling, the main stayed full and the boat turtled, sending the seven racers into the Bay.

Crewmember Viola Buckner got wedged under a couple of other people when the boat flipped and was the last one to struggle to the surface. She swallowed a lot of water, got some in her lungs, started getting hypothermia and ended up spending the night in San Rafael's Kaiser Hospital.

Reynolds climbed up on the bottom, grabbed the rudder and got the boat to slowly right itself, with the sails still up. But when it came up there was too much water in the cabin — the boat was awash and started to slowly sink nose first. At this point the Red and White ferry *Harbor King* came alongside, threw out some life rings and soon lifted five of the crew aboard. Reynolds stayed with the boat along with crewmember Gretchen Anderson, who was wearing a drysuit. Reynolds perched on his boat's stern, which by that time was the only part sticking out of the water.

"You don't know frustration until you sit on the transom of your boat and listen to the air escaping as the boat sinks," Reynolds said.

There were several other boats around willing to help, but Reynolds said he was waiting for the Coast Guard to arrive, which took about 40 minutes. By the time the Coast Guard got there Reynolds had gotten off the transom and only a tip of it was showing above the water. Reynolds said the Coast Guard officers told him there was nothing they could do, as there was no further threat to life. A commercial salvage boat arrived with the Coast Guard, but since there was no diver on board, there was nothing they could do, either. The last of the *Whirlwind* slipped beneath the surface.

"I was wet, cold and scared," Reynolds said. "We tied a fender to the backstay on 200 feet of line, but someone on the Coast Guard boat said they saw that go under, too."

Reynolds praised his crew for remaining calm and preventing injury or death. Reynolds also said he has no complaints against the Coast Guard or the Express boats — in fact he wants to get another Express with his insurance settlement. But Reynolds said he did learn a few lessons the hard way, and he hopes his experience can help other sailors avoid similar problems.

First of all, he was sailing with the companionway hatch open, like we all do, but the boat might have stayed afloat if it had been closed. Mike said if they had been wearing life jackets they could have concentrated on saving the boat instead of saving themselves. They might have thought to ask somebody on a power boat to tow the sinking boat to shallow water a quarter mile away along the Tiburon Peninsula instead of waiting for the Coast Guard and letting the boat sink in the middle of the strait where the water is 100 to 130 feet deep.

Although *Whirlwind* was a new boat, delivered last October, Reynolds is a fairly experienced sailor, having done lots of races in the Bay and some offshore. He's been sailing about four years. "I'm not an old salt," he said, "but I'm not a beginner, either. I don't know how I could have prevented it. I've thought a lot about it. What was I supposed to do?"

Viola Buckner said she felt fine after a night of rest in the hospital. When she got home some friends had delivered a new lifejacket, mask and snorkel with a card that said "For your next sailing adventure." During the sinking she had her lifejacket on board, but it was "below decks where it would stay safe and dry," she said later.

Saturday was one of those fluke days on the Bay. It blew hard against a strong ebb, producing a steep chop. Racers in the Stockton-South Tower

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## ***whirlwind* goes deep six — cont'd**

event that day noticed when they got knocked down by a gust it took a long time for the boat to come back up. It was like the wind would keep driving the boat under.

Reynolds spent six hours the next day hunting for the boat with a commercial salvage operator using a sensitive depth sounder with a paper printout, but there was no sign of the *Whirlwind*. Since there was an ebb running at the time and it went down with the sails up, the boat could have kept "sailing" underwater right out the Golden Gate.

We thought of proposing an Underwater TransPac between the *Whirlwind* and the *Santana 20 Urban Guerrilla*, which sank under similar circumstances a few years back. Instead, how about a *Latitude 38* treasure hunt, with T-shirts and a free Express 27 to the winner?

Seriously folks, we're really glad nobody was badly hurt, and maybe we can all learn something from it. As for Reynolds, he's sadder and wiser, but he can't wait to get sailing again. His last words to us were "See you out there!"

## **no anchovies, please**

Along the docks in Santa Cruz Harbor there's anticipation in the air — anticipation that soon there may be something else in the air: the smell of rotting anchovies. Anchovies are little fish who have made it big in the pizza and bait business. In July and August they sometimes jam the harbor by the millions,


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## **balloon stops**

that arose out of water balloon-throwing on San Francisco Bay. The bill would prohibit persons from maliciously throwing water balloons at folks who didn't want to be targets, while allowing consenting adults to make splashee.

The legislation passed both the senate and assembly and awaits only the Duke's signature or veto. Naturally, special interest groups have been pouring hundreds of thousands of dollars into their lobbying efforts. In fact, capitol observers says Cayman Island bank accounts haven't been opening at this rate since the glory days of propositions 14 and 51.

Leading the battle to have the legislation vetoed is the California Trial Lawyers Association, fearing its passage would cut down on the potential number of personal injury clients. Firmly taking the opposite position is the National Rifle Association, which issued the following statement: "Water balloons are the cause of many



Water guns?  
Nets? So what!  
Lets party!

## here — cont'd

superficial injuries each year. The pain and suffering caused by these dangerous projectiles must be stopped now!"

As for the California Medical Association, well, it's like the Civil War all over again, with proctologist against neurologist, podiatrist against ophthalmologist. Like cigarettes, the medical profession sees water balloon chucking as good for business but difficult not to oppose on ethical grounds.

The outcome of the matter is being closely monitored by pols all over the country but nowhere as near as much as the nation's capitol. Said one: "No matter what position Duke takes, if he can make it stick, he's made of presidential timber."

All of the above, of course, is nonsense. Except for the water balloon bill, which indeed only awaits the Gov's signature to become law. Water balloon wars between friends would still be legal; attacks on innocents would not. It's a silly bill, but apparently one that's needed.

## no anchovies — cont'd

breathe up all the oxygen through their little gills and go belly-up.

The last time they pulled this trick the port district hired people to stand on the docks with pool nets and scoop them up so they could be hauled to the dump. Despite nets at the entrance, enough died to turn the harbor into a hydrogen sulfide soup that ate up bronze propellers and dissolved bottom paint for an estimated \$1 million in damages.

In our never-ending quest for the Real Story — combined with a search for lunch — we found a spokesfish on a slice of pizza from Sunny's Deli next to the Santa Cruz channel.

38: With all your schooling, most people think you'd know better than to jam the harbor and die. Why do you do it?

*Spokesfish:* Well, I can see you've never been chased by a mackerel or sea lion. With a couple of those guys nipping at your tail, you'd look for a handy place to hide, too — ha ha ha . . . Besides, it's warm in here, there are lots of lights from the marina, and sometimes we just get swept in by the current.

38: This year the port's planning some surprises to keep you guys away, like three big sonar water guns that will make it sound like an underwater Fourth of July. Will that keep you away?

*Spokesfish:* I can't speak for everybody, but it'll take more than noise to keep us away. We love Santa Cruz — the surf, the bikinis, the fast boats, the rides on the boardwalk! Hey — we're used to noise. Imagine growing up with a hundred thousand brothers and sisters!

The interview ended as we finished our lunch. We decided to search out a more reliable source and found Harbormaster Steve Scheiblaue. Experts have told him Santa Cruz appears to be the only harbor in the world with a big anchovy problem, so nobody else has more experience in solving the problem.

For the third summer nets will be set up at the harbor entrance. Nets will remain in place between shore and two pilings marking the channel in the middle. The center section will be raised when conditions are right for an anchovy advance. The water guns will be mounted outside the nets, and if the repeated underwater blasts (produced by compressed air) keep the little stinkers away, the nets may be eliminated next year. Keep an eye out for the net if you're in the channel this summer. Don't try to go between the pilings and shore.

In non-fish news, Scheiblaue said the port district's new dredge kept the entrance open more consistently than any year since 1980. Now that boaters can rely on an open channel, except during big storms, the Santa Cruz YC started a mid-winter racing season and attracted a strong turnout.

## bird in a bottle

In this era of convenience and space-age technology that we yachties all seem to enjoy and of which we gleefully partake, we sometimes forget the negative effects it can have on our non-human friends. A sight we came upon while recently cruising from Puerto Vallarta to Cabo San Lucas vividly illustrates that point.

Floating on top of a wave about 200 feet off the starboard side, was a seabird with what looked like a large white head. We thought it rather strange that the bird was swimming backwards. After closer inspection through the binoculars, we surmised the bird had its head in a plastic bag.

We came about and as we got close to the bird we found that she had her head impaled in a plastic jug!

Apparently she had been soaring over the sea looking for a meal when she spotted what she thought was a fish. She dove on it with such force that the impact broke her head through one side of the bottle, trapping her head inside with her sharp beak sticking out through the other side and holding her

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LATITUDE 38/BILL

## bird in a bottle — cont'd

fast.

My husband, Peter, grabbed the boat hook and picked the bird up out of the sea by the handle on the jug. We held her wings down gently, and after a few minutes of cutting with some sharp scissors, we managed to extricate her head.

We lowered her into the ocean and after some momentary confusion and wild paddling, several violent shakes of her head, she spread her wings and flew safely over the horizon.

The next time you have the urge to dispose of your space-age debris in the bays or oceans, remember your non-human friends, and pack your refuse to the proper disposal area on shore.

As goes the song, "Be kind to your webbed-footed friends, 'cause a duck maybe somebody's mother!"

— diane h. halferty, 'eagle's song', burger 65

## what it takes

Mariners are divided about how to react to Coast Guard boardings. Our detailed survey of eight people revealed that:

Some — two — think the boardings are fine if they do anything to stop or prevent the smuggling of drugs.

Some — also two — are outraged, claiming the warrantless boardings are a callous violation of search and seizure rights protected by the Fourth Amendment.

The overwhelming majority — four — are undecided as long as the Coast Guard doesn't board them in rough water or more than once every five years.

The statute giving the Coasties unlimited authority to search vessels in United States and international waters is almost old enough to drink. And it was upheld by the Supreme Court after a challenge in 1983.

Still, some civil libertarians get so angry about the boardings they threaten to take the matter back to the Supreme Court. The latest of these is Cliff Biddick, whose 32-ft boat was boarded by the Coast Guard on the waters of Lake Michigan. Cliff says that if the law gives the Coasties the right to search a boat without cause, it's a rotten law that ought to be changed. He says he's going to be the one to do it.

We'll be following Biddick's progress to see if he perseveres, or — like so many others — gives up.

The course to the Supreme Court is not as short or inexpensive as . . . say the course to Tahiti. If you want to challenge the right of the Coast Guard to board, here's what to do in seven easy steps:

1. Refuse the Coast Guard's request to board your vessel.
2. Be arrested and charged with some form of obstruction of justice.
3. Raise the issue of illegal search and seizure at your trial.
4. Be convicted anyway.
5. Appeal your conviction based on the guarantees of the Fourth Amendment.
6. Lose your appeal.
7. Appeal to the Supreme Court and by some miracle have them agree to hear the case. (They only agree to hear a very small fraction of the cases brought before them.)

The process shouldn't take much more than three or four years and a couple of deep pockets.

A variation would be to claim some damages during a Coast Guard boarding, then sue them in civil court for something along the lines of trespassing. When that gets turned down you appeal it through the federal courts right up to the Supreme. But again, the chances of the highest court hearing the case are slight.

The third alternative is to lean on some congressperson to sponsor a bill that would make the Coast Guard boardings a violation of the law. And then get it passed by the Congress and signed by the President. Once again, in

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## what your elected

Last month in Washington, Representative Silvio Conte, R-Mass., presented a bill of his titled: *The Coast Guard User Fee and Free Ride Termination Act*.

The bill is actually a more moderate one than proposed by the administration. The Reagan team would like recreational boaters to fork over \$37 a year to offset 25 percent of the Coast Guard's budget. Conte is willing to settle for \$20 a year.

## looks like a jr. high



## officials think of you

As the silver-tongued representative so eloquently put it to a House subcommittee: "We are asking for a measly \$20. They (weekend boaters) spend that much on booze in half an hour."

On the basis of his testimony, *Latitude* is delighted to award Conte a photograph of Tip O'Neill's nose suitable for framing and a lifetime scholarship to Exaggerators Anonymous.

## school graduation sail

## what it takes — cont'd

addition to luck you'd need the time and money equivalent for a leisurely circumnavigation.

So it's up to you, would you rather be sailing or go a'courtin') At least your right to choose is still protected by the constitution.

## update from santa cruz

Boatbuilding in Santa Cruz continues to take a beating. The day after workers at Pacific Boats, builders of the Olson 25, 29, 30 and 34, were told to go home, the nearby Alsberg Brothers Boatworks, builders of the Express 27, 34 and 37, filed for Chapter 11. Unlike Pacific, however, Alsberg

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LATITUDE 38/RICHARD

## update from santa cruz — cont'd

Brothers is still producing boats and meeting their payroll.

Company president Terry Alsberg explains that they incurred lots of short term debt in 1986 tooling up for the new Express 34. The company is now making money, but not generating enough profit to service that debt as quickly as required. Hence the Chapter 11 filing, which effectively calls a "Time Out!" on debt and allows the company to restructure its loans in order to be in line with its current income. Terry says the plan is to actually start a new company, lease the assets from Alsberg Brothers, and stretch the payback period out to three years instead of 10 months on their loans.

"We're weak," he admits, "but we're not dead. We're a classic example of why Chapter 11 was invented by the government. Let everyone know we're still making boats and we're still honoring our warranties."

## yankee

You hear a lot of cheap talk these days how America has lost its competitive edge. How the youth of Japan spend 18 hours a day studying engineering while the youth of America slouches on the couch in front of MTV.

But judging from the remarkable tool shown in the accompanying photograph, it appears that the cheap talk may be nothing more than that: cheap talk. That when we Americans have our backs to the wall, we can demonstrate that the juices of yankee



## ingenuity

ingenuity have not run dry.

The problem for which the tool was devised was complex. Small amounts of water and diesel gathering in a hard-to-get-to aft compartment of a boat. Yet the solution was simple; a sponge, gripped firmly by vice grips, attached to a line with duct tape.

Total cost? About seven dollars.

Product effectiveness? Complete.

Availability of replacement parts? No

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## top talent in tuesday night race

The afterguard on *Bondi Tram* in a recent Sausalito YC Tuesday night race consisted of a real estate developer, a professional yacht racer, and a musician. Not so strange, you say. Afterall, sailing is known to make strange



ROB MOORE

A touch of grey: Peter Stocker, Mickey Hart and Tom Blackaller.

bedfellows, metaphorically speaking of course.

What made the trio unique was that they're all pretty much the best at what they do in their chosen profession. Peter Stocker, owner/driver of *Bondi Tram*, is a prominent local businessman who has developed much of the Bay Area and is currently trying to build a sports stadium in downtown San Francisco. Tom Blackaller, who served as Peter's tactician, is one of the best sailors on the planet.

And Mickey Hart — he's the drummer for the Grateful Dead — has been making great music for over 20 years. Hart, who had never been in a sailboat race before, was along to get some ideas for a soundtrack he's working on for a 12 Meter video. The Dead are about to go on the road with Bob Dylan, so Mickey's now-found interest in sailing will have to be put on hold for awhile.

How did the talent-laden silver Frers 41 do in the race? They ended up first, close ahead of Scott Easom on the J/36 *PDQ I* and Dee Smith on the J/29 *Maybe*. Later, Stocker picked up the tab for drinks and dinner. Blackaller, joined by his wife Christine, regaled the crew with tales of the 12 Meter wars and the recent Miami Grand Prix car race. Hart, to celebrate his .1000 batting average on the race course, gave the ten-man crew two backstage passes each to that weekend's sold-out Dead concert in Berkeley.

"Just your average beer can race," remarked one of the crew. "Maybe Dylan will make the next one."

## know-it-all's quiz

So you think you're familiar with all the famous sailors of the Pacific? If so, you'll have no trouble identifying our 'mystery sailor' by the following clues:

- ✓ He was "the best known, highest paid, most popular writer in the world . . ."
- ✓ He wanted to emulate Josh Slocum's historic circumnavigation.
- ✓ Indeed, he had a 43-footer built and sailed the Pacific for two years before abandoning his quest.
- ✓ The initial passage from San Francisco to Hawaii took so long that he, his boat, and crew had been given up for lost.
- ✓ He became an expert surfer — although like many people was sunburned terribly during the learning process. In fact, when a mysterious illness forced him to abandon the voyage a year and a half later, he attributed it to having gotten excessive sun on his fair skin.

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## know-it-all's quiz — cont'd

✓ Prior to becoming an author, he'd briefly been a student at U.C. Berkeley and a war correspondent in Asia.

✓ Although he once stayed ashore at the touristy Pioneer Inn at Lahaina, Hawaiians nonetheless came to love him as a *kamaaina*.

✓ He died young, at age 40, in California.

If these clues aren't sufficient for you to identify the sailor in question, it's time for you to confront the hard facts: you *don't* really know it all.

## fourth of july

On the Fourth of July, the residents of Belvedere, Tiburon, Mill Valley and Sausalito can celebrate the this country's independence from England.

On the Ninth of July they can celebrate the impending eviction of anchor-outs from Richardson Bay.

Folks — some famous and some not — have lived on boats anchored out in Richardson Bay for more than 100 years. Nobody seemed to give a hoot. Then about ten years ago — with the homogenization of the population and the gentrification of the surrounding cities — shore folks became critical of the anchor-outs. As a group, the anchor-outs tend to be scruffier and embrace other than mainstream philosophies of life.

About four years ago, Marin Supervisor Al Aramburu promised to "clean up" Richardson Bay, meaning, in part, to get rid of the anchor-outs. About two years ago the Richardson Bay Regional Agency was created by the cities of Mill Valley, Tiburon, Sausalito and Belvedere. The RBRA's purpose was to get the Coast Guard to give them the right to impose local ordinances on the waters of Richardson Bay and Belvedere Cove, ordinances which would outlaw anchor-outs. The Coast Guard dilly-dallied around on the matter until two lash barges came ashore at Tiburon earlier this year. The barges have since been removed, but there was a loud outcry and the Coast Guard suddenly said they had no objection to local control over Richardson Bay.

Several public meetings were held on a set of proposed ordinances, all of them acrimonious. In many ways the meetings could have been held in Central America, for on one side you had the RBRA representatives or 'ruling class', for the most part well-to-do landowners. On the other side you had



LATITUDE 38/RICHARD

Where the lash barges used to be.

the anchor-outs, mostly quite poor, fighting to retain their traditional place to live. And losing.

At a public meeting in May, representative Ray Taber of Sausalito delayed a vote on accepting the ordinances. At the second meeting, held June 9, the RBRA representatives voted unanimously to accept the ordinances. By law there must be another reading of the ordinances on July 9. If adopted then

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## yankee

sweat.

Product versatility? Exceptional. For example, you can remove the vice grips and use them to squeeze the nost of the next

## shorten sail

Macho sailors would have you believe you have to be overpowered, careening all over the Bay before sailing's any fun.

We think there's a time to go for it and a time to reef. The ketch below was making good speed under reefed main while the



LATITUDE 38/RICHARD

**ingenuity — cont'd**

person who suggests that we Americans have lost our know-how. We still know how, it's just that we don't always want to make the effort.

**for smoother ride**

"hot" racing boats all around her were rounding up, rounding down, crashing and burning.

When it's blowing 30 knots on the Bay, a reefed sail doesn't look wimpy to us — it's a sign of experience.

**fourth of july — cont'd**

— which everyone expects — the ordinances will become law.

The conceptual basis of evicting the anchor-outs is "public trust", a wonderfully malleable and vague concept that's so useful when the majority wants to stick it to a minority. The RBRA representatives claim that anchoring out is a violation of the "public trust" because state law prohibits living on state property. This despite the fact that there are scores of exceptions and that it's been done on Richardson Bay since before the turn of the century.

More specifically, RBRA representatives contend that the anchor-outs contribute to the sewage and debris washing up on the local shorelines. Anchor-outs say their effect is miniscule.

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## fourth of july — cont'd

It's hard to estimate the number of anchor-outs affected because they vary by season; it's probably between 50 and 100 boats. They run the gamut from luxury sailboats to tattered houseboats overloaded with junk. Where they will all go and whether there will be a grace period is not clear at this time. The Marin County Counsel informed everyone, however, that state law would forbid 'grandfather' exemptions.

After the June meeting, RBRA representative Al Aramburu, who has spearheaded the drive to "clean up" Richardson Bay, told the press, "I do not look forward to displacing people, it's something that's very painful to me." No doubt this will give consolation to those low income folks who will soon be searching for new housing in the state's highest income county.

## happy birthday to a proud lady

The well-dressed guests congratulated Hank Easom and his wife, Joy, as they moved through the reception line. The setting was fitting and elegant; wine glasses clinked as the mid-summer sun sank behind Belvedere Island.

The reception's guest of honor bobbed gently at the dock; Yucca wore her 50 years with grace and style. You could almost feel the big wooden sloop's pride as her owner and friends toasted her golden anniversary.

"It was a good excuse for a party," said Easom, whose Easom's Boat Works has been a Sausalito fixture for nearly as long as Yucca has sailed San Francisco Bay.

Friends, crewmembers past and present, and competitors turned out in force to pay their respects and swap their favorite Yucca stories. Three generations of sailors, all of whom had sailed with or against Hank during the 23 years he has owned the boat, mingled happily together reminiscing about Yucca's glory days. Not that those days are over: in the most recent Golden Gate Midwinters, Yucca won the Seaweed Soup Bowl for the best overall



ROB MOORE

Hank Easom and wife, Joy, looked pleased at 'Yucca' reception.

record. She's since been "retired" to club racing, as Hank has elected to concentrate on racing his Etchells 22 rather than deal with the IOR rule any longer.

One person in particular had good reason to be at the party. Dick Dittmar, 76 years young, flew up from Southern California to see the boat that his father Tom built during the Depression in his Newport Beach yard. Dick

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## third time to be

It seems like it was ages ago when the Bay Conservation and Development Commission wrapped up three years of study and bitter hearings to amend the *San Francisco Bay Plan* with regard to liveaboards and houseboats. Actually it was just a little more than a year ago.

The amendments included those that put liveaboards and houseboats under the jurisdiction of the BCDC (the justification is that living aboard a boat is the change of the 'use' of a boat, and thus requires a BCDC permit), and set strict limitations on the number and circumstances under which liveaboards and houseboats would be permitted.

After the BCDC Commissioners voted to approve the amendments, all that was left for it to become law was that the Office of Administrative Law approve the wording of



## bcdc's charm?

the regulations. But they rejected it.

The BCDC resubmitted the regulations another time, and again they were rejected. On May 1, of this year, the BCDC altered the proposed regulations one more time, and has sent them to OAL for yet another round of evaluation.

The big sticking point is the definition of a 'liveaboard boat'. Part of the definition of a liveaboard boat in previous incarnations was the phrase, "occupied with the intent of being used as a primary residence". The OAL, in their infinite wisdom, found the definition to be too unclear.

The latest definition of a 'liveaboard' sent to the OAL is this:

"A 'live-aboard boat', is a boat that is not a transient boat, that is capable of being used for active self-propelled navigation, and that

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## happy birthday — cont'd

worked on the boat on and off — building the Nick Potter design took two and a half years — and recalls the immense care that went into its construction. Originally built for a colorful local businessman named "Black Bart" Bartholomew (who, when he was in his 70's, got a little too frisky with his maid who stabbed him to death), Yucca was, according to Dittmar, something of a legend in her time, "a first class project, using the best materials and sparing no expense."

The finished product was 49 feet long, 33 feet on the waterline, 7 feet, 10 inches wide and displaced 23,750 pounds. Yucca, long and skinny like her namesake, is double-planked with Honduras mahogany screwed over Pt. Orford cedar, all over oak frames. The interior, which now sleeps four, is finished with birch wood.

Originally, the boat was a stripped out, flush-decked 8 meter, which was the hot design of the era. The third owner — Easom is the sixth owner — added the engine and turned it into a racer-cruiser. Hank added the cabin house, and later the teak decks, after the original deck was blown off at the Clipper Yacht Harbor fuel dock many years ago. "I had just gotten off the boat and was walking up the dock with my son Kent, who was four at the time, to sign the credit card, when the boat exploded," remembers Hank,

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ROB MOORE

## happy birthday – cont'd

"we were lucky."

Easom had gone to Newport in 1964 with the intention of buying a Cal 40, which was a big sensation at the time. Instead he brought *Yucca* north with friends Jerry Rumsey, Charlie Weaver, and Aldo Allesio. It was a wet, miserable trip, but as Hank pointed out, "we were younger then". They raced the boat under the CCA rule in just about every ocean and bay race in Northern California, always doing well despite old sails and a "shoestring budget". They were also pretty serious about racing — according to Rumsey, a number of years ago, they were beating up to Crissy on *Yucca* when a car slid on the rail, slicing off Hank's baby finger at the first knuckle while he was driving. "We taped him up and kept right on racing."

Hank's office is filled with pictures of those days, both in scrapbooks and on the walls, and his house is filled with *Yucca*'s trophies. But perhaps the best measure of *Yucca*'s success over the years was the genuine bond — one of camaraderie, respect and good times — that was obvious between the people at the birthday party/reunion.

It was truly a magic evening for a magic boat. Easom, who is three years older than his boat, is apparently thinking about doing it again — when *Yucca* turns 100.

## third time to be

is occupied as a residence as that term is defined in California Government Code Section 244."

What does Section 244 say? We'll quote the BCDC's very own summary:

"California Government Code Section 244 sets out a series of rules that must be followed in determining a person's place of residence. Generally, those rules state that a residence is the place where one remains when not called elsewhere for labor or other special or temporary purpose and to which one returns in seasons of repose; that one can only have one residence at a time, that the change of a residence requires a union of act and intent, and that a residence cannot be lost until another is gained."

Despite the fact that the BCDC allowed only 15 days for public comment, a number



## bcdc's charm — cont'd

of mainstream recreational boating representatives responded negatively to the proposed new definition. These included Dedrick Denison, President/Commodore of the Pacific InterClub Yacht Association. Denison objected to the extraordinarily short period of time allowed for public comment, pointed out that virtually all vessels over 20-ft are considered live-aboard boats under the Tax Reform Act of 1986, and that since all boats are transient by nature, the proposed definition was meaningless.

Margot Brown, representing several boating organizations, reiterated many of Denison's objections and restated the objection that navigable vessels are not now and never have been subject to BCDC jurisdiction.

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LATITUDE/SARAH

## dope bust on the high seas

Three tons of Thai weed won't make it to the street this summer, a steel-hulled 60-ft ketch may go on the auction block, and an international crew of four will be doing some fast talking in federal court, all as a result of a bust 35 miles southwest of Point Reyes June 15.

The Coast Guard became suspicious when the boat changed course after it sighted the Coast Guard cutter *Cape Romain* early Monday near the Farallones. Contacted by radio the crew said, uh, we were heading for San Francisco because we were having engine trouble, and, uh, we changed course because, ummm, we got the engine going again and, so, then we changed course, and, ummm . . .

Detecting just a slight nervous tone in the ketch's transmission, the Coasties boarded and found 236 packages of high-quality Southeast Asian marijuana of undetermined value. A Coast Guard spokesman said the Dutch motorsailor apparently picked up the shipment in Hong Kong and planned to deliver it to a dealer in the Bay Area.

Crew members gave Fort Lauderdale, Florida, addresses, but were citizens of Germany and Britain, as well as the United States. They were held without bail, pending court hearings. The ketch *Myth of Ecuria* was registered in the United Kingdom. It was towed to the Coast Guard base at Yerba Buena Island where it was turned over to the Customs Bureau for use by federal agencies or possible auction.

## and then, a major spliff spill

Just eight days after the *Myth of Ecuria* was busted by the Coasties, eight persons, including two from Sonoma County, were busted while trying to unload \$27.6 million (the government's typical inflated estimate) of weed on the Oregon coast.

The offloading of the six tons of fine Columbian was going down cool late Sunday, June 21 at an isolated Oregon Cove when a passerby — or stoolie — informed police of a suspicious fishing boat anchored without running lights near Sisters Rocks.

When police cars charged down the beach with the lights flashing and sirens wailing, and with two Coast Guard vessels approaching on the horizon, the alleged smugglers on the 50-ft shrimper, *California Sun*, tried to make a run for it. They didn't run far, however, slamming into the rocks, terminating the Eureka-based boat's attempt to escape.

The Sonoma County suspects are Teka Lutrell of Sebastapol and Jaxon Hice of Santa Rosa.

## a slap in the face for women sailors

On June 22, Conti, the *Chronicle* 'Question Man' asked four men and three women: "Rather Be At Sea With A Male or Female Crew?"

Over 70 percent of the respondents — five out of seven — said they would prefer to be with all males rather than all females. All three female respondents — and we'd like someone to explain this to us — said they'd prefer all male crews. The four men were divided; two would prefer sailing with all women, two with all men.

Their reasons:

Omar Tolbert, a 22-year-old asbestos abatement man from El Cerrito allowed that "I'd go crazy around a bunch of females . . . I don't get along with them over a period of time."

Lamar Contardi, a 27-year-old underground construction man from Niles and a lover of truth said he'd prefer a male crew because with women he "probably wear myself out trying to create some sex with them". He also suggested, rather paradoxically, that there might not be enough food with women because, "They might all be on diets".

Karen Schallert, 20, a history and psychology major from Germany said she'd prefer men because they are stronger and therefore better able to han-

cont'd on next sightings page

## slap in the face — cont'd

dle things when the sea got rough. Women, she added, "Would get too emotional."

Karin Pendergast, a 19-year-old telemarketing representative from Pleasanton, agreed, saying that men are stronger and would know what to do. "I wouldn't have to do anything," she said.

Kristy George of San Rafael, a 22-year-old communications coordinator said she'd be better able to handle herself with an all-male crew, partly because "an all-female crew would be too boring". She claimed that women talk about boring things like shopping, husbands, soap operas and gossip. The "fascinating" things she cited men for discussing were business and sports.

David Hart, a 43-year-old auto mechanic from Fisherman's Wharf is the only one who claimed any sailing experience. Having sailed with two men and ten women, he'd found the women "as competent as men". And besides, he said he'd enjoy himself more.

Arthur Lev, a 25-year-old lawyer from New York, said he'd prefer an all-female crew. Men, he explained, are too strong-willed while "females have a sense of compassion that most men don't".

While the Question Man obviously isn't a scientific study, we find the results of his little survey disturbing as hell. Afterall, it certainly doesn't speak well for the image of women as being competent and fun.

The only encouraging response was that of Hart, whose preference of sailing with an all-women crew was based on experience, experience which had shown him that women were just as competent as males.

We'd like to reinforce Hart's opinion. We've done a number of moderately long — six to eight day — passages with mixed crews, and in each case the women onboard were not only good crew, they were superb. Eager, competent and good-natured — what more could anyone ask for?

We also had a 24-year-old Swedish woman as captain of our 39-ft boat for a season in Mexico; she was both extremely capable and conscientious. Would we hire her as captain of *Latitude's* 71-ft charter ketch in the Caribbean? Without an iota of trepidation.

## pete sears: familiar stranger

A few months ago a friend from the Sausalito Cruising Club called to let us know that a "real" rock star had won the Golden Gate one-design class in their 1986-87 series. "Big deal," we said, trying to suppress a yawn, "Madro? Bone? Dee?"

"No, a *real* rock star," the friend insisted. "He's a member of our club. His name's Pete Sears and he plays for some local band — it's called the Airplane, or the Jefferson something-or-other, I think." Whoaaa . . . that got our attention, and not too much later we were chatting with Pete Sears himself, longtime bassist and keyboard player for the legendary Jefferson Starship (or Starship as it's now known) and avid sailor.

Never having met a musical rock star we had no idea what to expect when we met Pete on his Sausalito-based Golden Gate *Osprey*. Images of David Lee Roth in leopard-skin spandex — and worse — floated through our heads. Instead, we found a 40-ish, soft-spoken, modest Englishman who lives happily in Mill Valley with his wife, Jeannette (who writes lyrics for the Starship and other bands) and his two children, Dylan, 9 and Natalie, 4. When he's not touring, Pete likes nothing better than to race his 1959 25-foot woodie, or maybe spend a night on it at Angel Island with Dylan. Suprisingly normal stuff for a guy whose band then had the number one hit single in the country (*Nothin's Gonna Stop Us Now*).

Actually, we should say his *former* band. Pete was in the process of quitting the Starship when we chatted with him. After 13 years with the Starship, Pete went off on his own, formed a new band and produced a short documentary film with live footage and original music on the deteriorating situation in Central America.

Pete got interested in sailing about 10 years ago after he tired of doing  
cont'd on next sightings page

## third time to be

Robert Hoffman, President of Recreational Boaters of California objected, stating that neither the language or the intent of the McAteer-Petris Act empowered the Commission to adopt regulations that would affect the ability of a citizen to liveaboard his or her boat. Hoffman criticized that the new definition as vague; that no criteria is given to differentiate a transient boat from a non-transient boat; and that the new definition still incorporates "intent", something the Commission has yet to explain how it proposes to prove.

Edward Holland objected to the proposed definition, citing the fact that Government Code Section 244 is intended to apply to

## despite ruling,

The struggle over where and when the next America's Cup regatta will be held is turning out to be nearly as tedious as most of the '87 Cup races.

Late in June a San Diego arbitrator threw out the committee that had been selected to pick a site for the regatta. Since "Big Dennis" Conner was representing the San Diego YC when he won the Cup back from the Aussies, most people assume the race will be held off San Diego. But the Sail America Foundation, which sponsored and coordinated Conner's effort, isn't sure San Diego's flimsy wind will satisfy the TV audience (and sponsors) now that they've seen booming waves and ripped sails in Freo on ESPN.

The deal was that the Foundation would nominate a list of candidates and the San Diego club would form the committee from the list. But when the club chose only the local San Diego types and ignored the international big-gun 12-Meter spokesmen, the Foundation complained, and eventually took the matter to arbitration.

The arbitrator's decision puts the process back on square one, with a new committee to be chosen, probably before the end of

## san diego-hawaii

Two accomplished sailors left San Diego in matched 46-foot Kelly/Peterson boats June 21 in a 2,300-mile race to Honolulu to raise money for San Diego's Trauma Research and Education Foundation.

Sandy Purdon, consultant to the America's Cup Task Force, and Dr. Richard Virgilio, director of trauma medicine at Mercy Hospital in San Diego, are expected to reach Hawaii in two to three weeks.

The race was organized to focus attention

## bcdc's charm — cont'd

geographic locations and not vessels.

As veteran BCDC watchers might well have expected, all objections were dismissed by the BCDC, which sort of acts like the judge hearing its own cases.

Where are we now? We wait to see if the Office of Administrative Law rejects the BCDC's proposed definition for yet a third time. Word is likely to come sometime shortly after July 18. If you're living aboard a boat, we suggest you don't fret. While the previous definitions were even more unenforceably vague than the current one, we still think it's overloaded with problems to the extent that anyone could get around it.

## cup site still up in air

August. Nothing will happen for a few weeks, as all the decision-makers are in Sardina for the 12-Meter Worlds.

But we bet the race will end up in San Diego anyway, and the TV sponsors will find out 12-meter racing is even slower and more boring in light wind, and the Cup will return to its relative obscurity — at least until we lose it again.

Hawaii, of course, would be a better site for the race, with better wind and more scenic backdrops for those long-lens TV shots. Conner trained for two years in Hawaii, and he'd like to use his heavy-air expertise to keep the Cup in the next series.

San Francisco would love to land the Cup races for the Bay. In addition to the megabucks it mean for local businesses, it would enable spectators on shore to watch the races for the first time in the history of the Cup. The city skyline, Golden Gate Bridge and Alcatraz would make great backgrounds for TV coverage, and you know there'd be plenty of wind for some crash-and-burns.

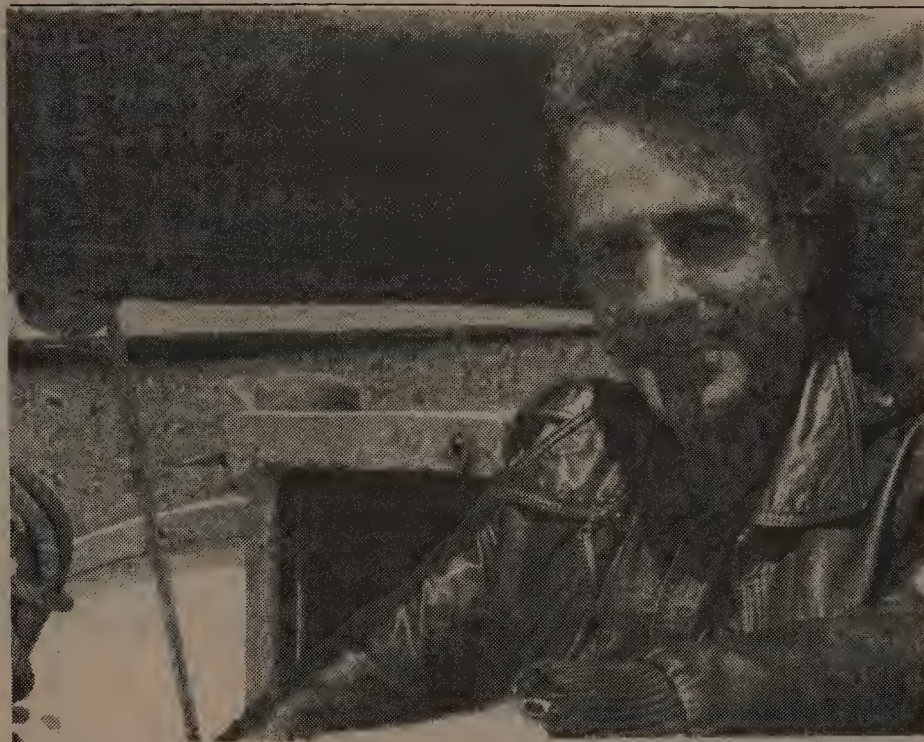
Stay tuned for the next episode of *As the Cup Turns*. Since TV has become such a big part of 12-Meter racing, maybe they could decide the issue on *People's Court*.

## race for life begins

on trauma injury, America's top killer. People are being asked to donate money to become honorary members of the sailors' crews, with a fundraising goal of \$250,000. For \$10 you can become an honorary crew member, but the price goes up steeply for more responsible positions — \$25 for foredeck, \$100 for jib trimmer, \$250 to trim the main, \$1,000 for navigator and \$10,000 for watch captain. (No category for cooks, who presumably work for free.)

## familiar stranger — cont'd

stunts in his old biplane. He signed up for a basic sailing course at Cass's Marina in 1975, becoming friendly with the owner, Bob Counts. Pete credits Counts, who won the 1980 single-handed race to Hawaii in his Golden Gate *Sanderling*, with getting him interested in the so-called "baby bird class". In



Pete Sears: from Airplane to sailboat.

1983 he bought hull 18 (out of 19 made) and renamed it *Osprey*.

Like most sailors, Pete paid his dues for a few years before winning a couple of pickle dishes. He enjoys the camaraderie of the close-knit class, which averages seven of the 1930-era designs on the starting line. On a good day, he and his crew — Phillip Pertzell and Bill Laudner — sail in the front row with the two class hotshots, Rob MacDonald on *Pajarita* and Tom Anderson on *Sanderling*. "I've still got a lot to learn," he says.

As if to prove his point, Pete booted the Vallejo Race right after we talked to him, managing to come in fifth out of a five-boat fleet. He had a bad start and misjudged the currents on Saturday and ran aground before the start on Sunday. But he kept his sense of humor about it. Considering that he played at the Black and White Ball Friday night before the race — going on stage at 1 a.m. — it's amazing that he even showed up. "Things can only get better after that weekend," Pete said, laughing. "Anyway, I love it out there. The Bay's a whole different world."

— rob moore

## ballad of the wooden boat

I think that I shall never see  
A wooden boat as wonderful as a tree . . .  
For a tree uprooted will usually float,  
but not necessarily a wooden boat.  
A tree, generally speaking, will certainly not  
develop basketball-size holes due to dry rot.  
Nor does a tree need to keep her in  
bristol shape, bottom paint of tributyl tin.  
A tree doesn't need that varnish glow  
of 14 coats to protect brightwork and ego.  
Wooden boats are built by fools like me . . .  
sailed  
debarnacled  
And where did God plant those fiberglass trees?

diane r. prignoli  
staten island, new york

Back when the Singlehanded Sailing Society called it the 'First-timers', it was won by veteran single and doublehanders. Now that they've changed the name to the more accurate 'In the Bay Race', it's being won by new-comers.

The fist ten that walked off with June 13's fifteen-miler (Corinthian, Knox, Blossom, Crissy, Southampton, Corinthian) was Jeffery Winkelhake. It was obvious before the starting gun even sounded that Jeffery and his Frers-designed Beneteau 456B, *Interabang*, were trouble. While maneuvering with a back-winded jib near the starting line, he was still doing 7 knots!

Actually Winkelhake is more a transplant than a newcomer. When he lived in the Midwest he used to do the 350-mile Port Huron singlehanded race on his Ericson 35. Then Emeryville's Cetus Corporation offered to bring him and his boat to the Bay Area. He jumped at the chance to race — and to prepare for a 'one-of-these-days' long distance cruises.

It was about a year ago that he bought the Beneteau, a handsome boat he lives aboard in Alameda. At 30,000 pounds, she's no sled. But *Interabang* can point. Winkelhake



# IN THE BAY RACE

reports he never has trouble sailing over the top of Express 37's and J/35's. Second place finisher, Robert Becker, wouldn't doubt that for a minute. He described *Interabang* beating up the Cityfront thusly: "I've never seen anything like it!"

And with a heavy flood, windward ability, not sledding, is what counted most in the INTB race.

When Winkelhake rounded Blossom for the beat to Crissy against the early stages of a ferocious flood, he went the 'wrong' way, heading for the Cityfront rather than tacking back to get relief in the cone of Alcatraz. Becker, who would correct out 2nd by four minutes, figures the eventual winner lost a

'Sundowner', below, was first-to-finish. 'NIMH', left, was second in doublehanded Division II.

mile to him by going to the Cityfront. But no matter. Carrying a double-reefed main and blade as high as 25 degrees to the wind, Winkelhake's *Interabang* was still the first monohull to the weather mark.

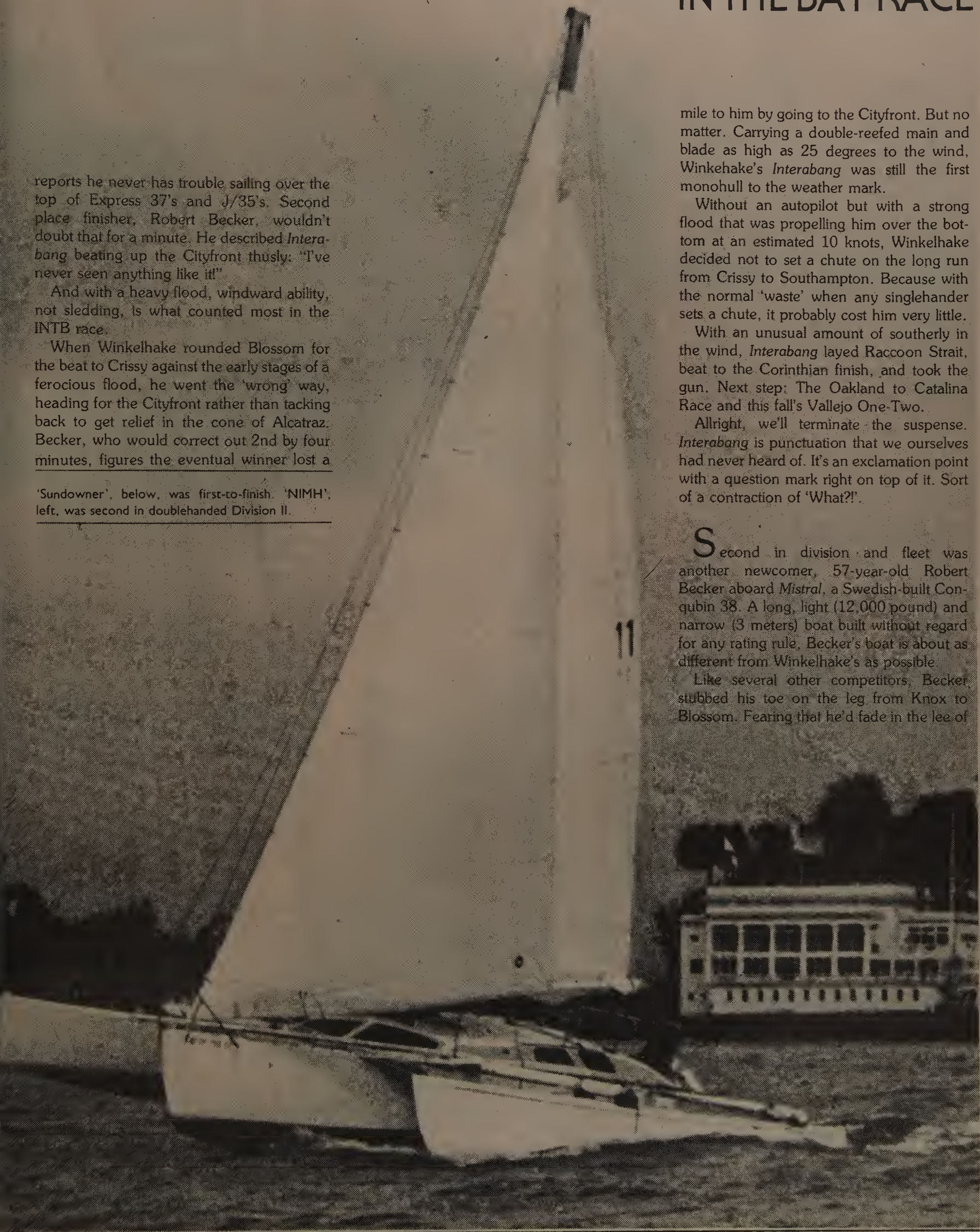
Without an autopilot but with a strong flood that was propelling him over the bottom at an estimated 10 knots, Winkelhake decided not to set a chute on the long run from Crissy to Southampton. Because with the normal 'waste' when any singlehander sets a chute, it probably cost him very little.

With an unusual amount of southerly in the wind, *Interabang* layed Raccoon Strait, beat to the Corinthian finish, and took the gun. Next step: The Oakland to Catalina Race and this fall's Vallejo One-Two.

Allright, we'll terminate the suspense. *Interabang* is punctuation that we ourselves had never heard of. It's an exclamation point with a question mark right on top of it. Sort of a contraction of 'What?!'

Second in division and fleet was another newcomer, 57-year-old Robert Becker aboard *Mistral*, a Swedish-built Conqubin 38. A long, light (12,000 pound) and narrow (3 meters) boat built without regard for any rating rule, Becker's boat is about as different from Winkelhake's as possible.

Like several other competitors, Becker stubbed his toe on the leg from Knox to Blossom. Fearing that he'd fade in the lee of



# S.S.S. IN THE BAY RACE

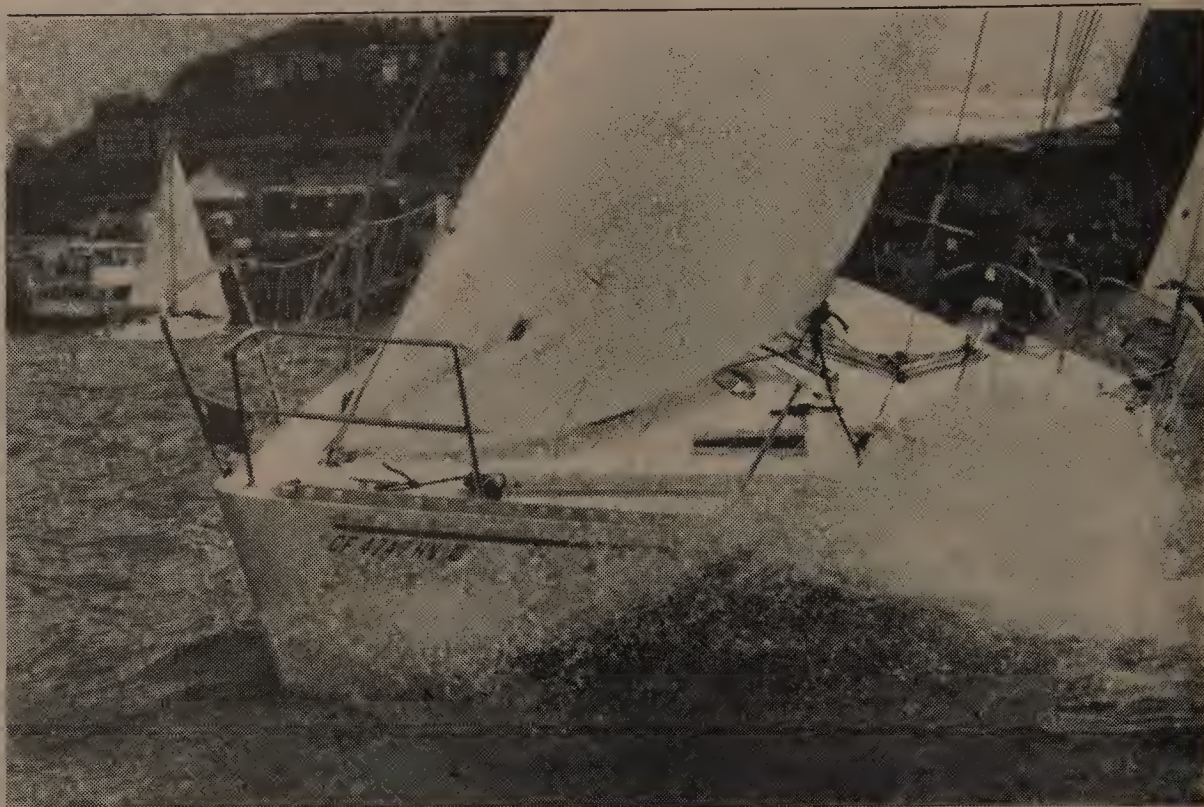
Alcatraz, he sailed over the top. But an unusual amount of south in the wind hurt him and all others who tried it.

Utilizing the tactical advice of racing friends (play the cone early in a flood) and benefiting from a small, self-tacking jib, Becker came back strong on the weather leg to Crissy, even passing the Swede 55 that was being doublehanded.

The light *Conquibin* didn't suffer much by not carrying a chute in the flood to Southampton, but gained tremendously by being able to point higher than boats like the Swede to lay Raccoon Strait. A good thing, too, because Gary Kneeland's well-sailed Ranger 23, *Impossible*, corrected out third, just two minutes back.

Singlehanded group participation was down to just nine boats, as many former singlehanders went doublehanded. The one who went fastest was Joe Therriault, with Bob Tonjas as crew on *Sundowner*, a Buccaneer 33 trimaran. A veteran of numerous short-handed ocean races, Therriault found the INTB race's flat water sailing to be "pretty routine stuff". He was most impressed how the combination of his spinnaker and the flood propelled *Sundowner* from Crissy to Southampton.

Therriault's victory in the '20-boat



Robert Becker on 'Mistral'; charging away from the Corinthian YC start. He's 57, but he whipped us.

happen again.

Second and third in the doublehanded fleet went to a couple of classic Bay wood boats.

Correcting out just four minutes behind the first-to-finish *Sundowner* was Edward

shorthanded races than the typical light, modern fiberglass boat. The newer light boats rely heavily on crew weight, while the narrow IOD is inherently stiff and thus can sail to her rating with less crew. The small jib and fact that one man can easily handle the chute also make the IOD good for shorthanded races.

Wilson and Loewenthal played the cone of Alcatraz for the beat up the Cityfront. "Before max ebb, especially with south in the wind, you've got to play the cone," explained Wilson.

He gets an argument, however, from Bob Counts, who with Trisha Anderson took 1st in division and 3rd in the 20 boat fleet by going to the Cityfront.

Counts and Anderson sailed *Sanderling*, a 24-ft Golden Gate. Counts just bought the boat, but it's hardly new to him. He not only previously owned it, he'd sailed it to fleet honors in a San Francisco to Kauai Singlehanded TransPac. Subsequent to that he chartered a Moore 24, but has decided he prefers the Golden Gate, especially when mulling over the idea of maybe doing another singlehanded race to the islands.

Counts maintains that you *can* play the Cityfront in a flood, even an early flood. But you've got to stay close to shore. A 150 feet or so? "No, about ten feet," he said. "Just luff up right along the shore."

The good thing about shorthanded sailing is that you decide which way you're going to go, and at most you've just got one other person to disagree with you. If it sounds fun to you, the delightful Vallejo One-Two is coming up in October. Mark your calendar. Especially you newcomers.

— latitude 38

## S.S.S. IN THE BAY RACE

### Singlehanded Race Results

Division	Boat Name	Boat Type	Skipper
Division II	1. <i>Interabang</i>	Beneteau 456 TR	Jeffrey Winkelhake
	2. <i>Mistral</i>	Conquibin 38	Robert Becker
	3. <i>Little O</i>	Olson 30	Richard Spindler
Division III	1. <i>Moving On</i>	Jeanneau	Robert Neal
	2. <i>Chae-Mi</i>	Rafiki 37	Joseph Colletto
Division IV	1. <i>Impossible</i>	Ranger 23	Gary Kneeland
	2. <i>Chelonia</i>	Yankee 30	Ed Ruszel
	3. <i>Amanda</i>	Newport 30 II	Patrick Broderick

### Doublehanded Race

Division	Boat Name	Boat Type	Skipper
Division I	1. <i>Sundowner</i>	Buccaneer 33 Tri	Joseph Therriault
	2. <i>Taimui</i>	Newick 40 Cat	Peter Hogg
Division II	1. <i>Bravo</i>	Olson 30	John Kerslake
	2. <i>Secret of NIMH</i>	Express 37	Kent Greenough
	3. <i>Bird</i>	Swede 55	David Poole
Division III	1. <i>Assagai</i>	IOD	Edward Wilson
	2. <i>Sparrowhawk</i>	Moore 24	Roger Heath
	3. <i>Moody Blue</i>	North Coast	Ray Hutton
Division IV	1. <i>Sanderling</i>	Golden Gate	Bob Counts
	2. <i>Nightwind</i>	Ranger 23	Richard Sloan
	3. <i>Pajarita</i>	Golden Gate	Robert McDonald

doublehanded fleet was mostly a tune-up for the Silver Eagle 86-mile race in the Bay for crewed boats. Last year he got nipped by the Moore 30, and he doesn't intend to let it

Wilson and Ron Loewenthal aboard *Assagai*. The 45-year-old IOD was borrowed from Dr. Bill Heer for the race. Wilson figured the IOD would be a better boat for

# MONITOR

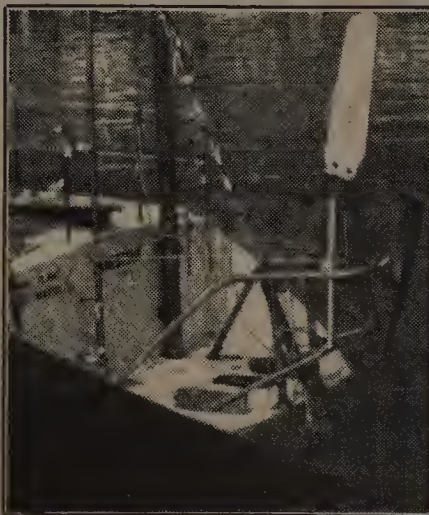
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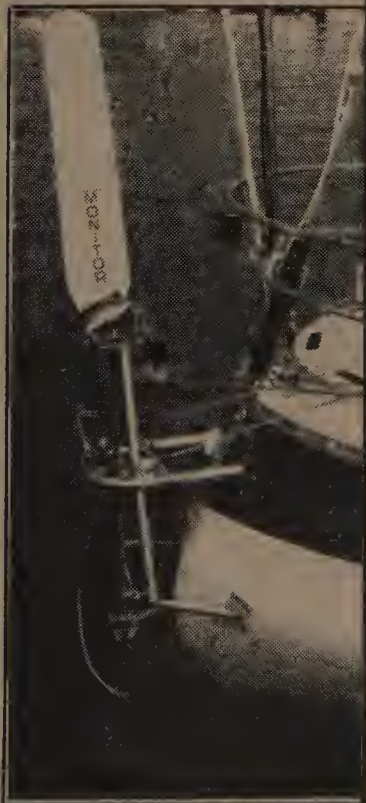
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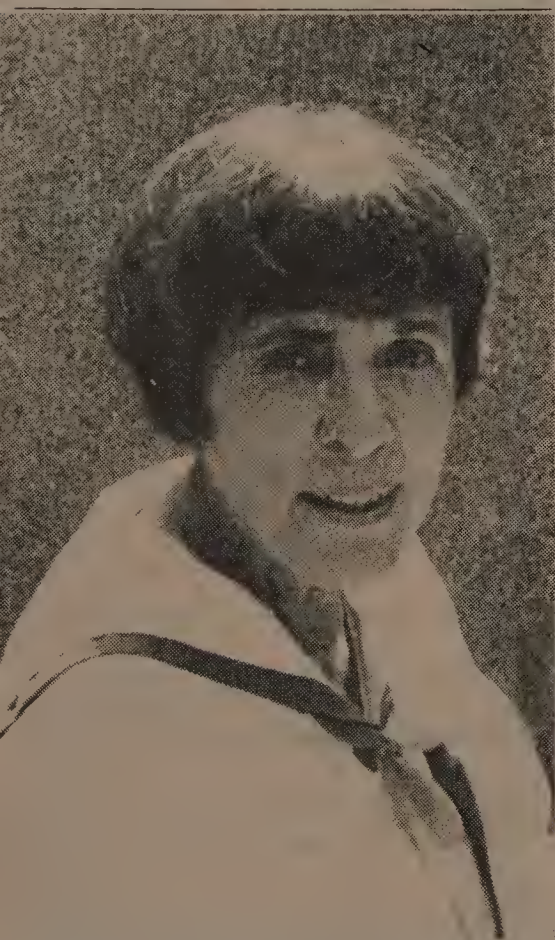
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# GOLD-RUSH SHIPS

If this was 1849 and *Latitude 38* was the sailing magazine of its day, it's possible that the following *Classy Classified* might have appeared in the 'Boats For Sale — Over 100-ft' category:

"The *Niantic*. Stiff, proven ocean-going



LATITUDE/SARAH

Nancy Olmsted has researched the burial sites of the many ships of the gold rush era.

vessel with full inventory. Three-masted China trader, 119 feet, 6 inches, 452 tons registered. She is a fast sailor and ready for any voyage. A real bargain. No serious offers refused. Must sell. Call Cook, Baker & Co., Sacramento Street, San Francisco."

An ad similar to this did appear in the newspaper of its day, the *Alta California* on August 9, 1849. But it attracted few would-be owners with money in hand. It wasn't the *Niantic's* fault. She was old but seaworthy, had done duty as a whaling ship, carried tea and silk from China, and rounded Cape Horn successfully. She was just in the wrong place at the wrong time. That was San Francisco at the time of the gold rush.

Gold had been discovered in 1849 and the City by the Bay became a boat broker's nightmare. More than 700 ships were anchored in what was called Yerba Buena Cove. The cove was a shallow crescent-shaped bit on the San Francisco shoreline with exposed tidal mudflats that stretched from Broadway/Vallejo and Battery to Harrison and Beale Streets.

Most of these 700 ships were empty. The crews had — literally — headed for the hills

trying to find the gold they'd heard so much about. When the *Niantic* anchored off Clark's Point in Yerba Buena Cove (today, the intersection of Broadway and Battery streets), the majority of her crew disappeared within the week.

What happened to all those abandoned ships? Some managed to find skeleton crews and sail out of the Bay. Yet 40 to 75 ships are still in the same place that they anchored over a century ago, but now 12 to 20 feet below the streets of San Francisco.

The *Niantic* suffered a fate common to many of the ships. She was finally sold and beached on the mudflats; in her case at the foot of Clay Street. Stripped of her masts and rigging, and with piles driven into her to keep her upright, she became a storeship, probably one of San Francisco's most famous. A fire in May 1851 burned the hull to the waterline and the remainder of the ship — with all its clothes, guns, bottles, and food — was soon covered by fill as the waterfront inched its way towards the Bay.

"It was filled in progressively until the present-day shoreline was reached," said Nancy Olmsted, historian and co-author of *San Francisco Waterfront*. This was a lengthy report by the Olmsted's, Nancy and her late husband, Roger, and Allen Pastron, archaeological consultant, done for the San Francisco Wastewater Management Program.

Since wood was hard to find in San Francisco and labor very expensive, some boats were broken up, their wood to be used in construction or as kindling. Some were sunk and used as fill or a base for a wharf. Others were sunk to establish property rights to water lots.

"It was the height of land speculation. The judges allowed that a sunken ship was a property improvement. If you bought a lot and somebody else claimed they owned it, you'd rush over to Captain Fred Lawson and give him a thousand bucks to sink a ship on your property. Frequently this was done in the dead of night.

"Bung holes would be bored in the side of the ship and the bungs put back in. He'd take fifty to a hundred men and when he'd shoot his gun, they would all hit with hammers at the same time. Then the men would leap off. You know they may have been half drunk and doing it fire firelight. It must have been hair-raising," said Olmsted, who gives a slide show called, *The Sunken Ships in San*

*Francisco*.

As the empty ships sank in the mudflats of Yerba Buena Cove, they were soon covered by fill, which was actually wagonloads of sand from a hill above what is now First Street. The sand was hauled to the water's edge and dumped in, creating flatlands needed for construction in the hilly city.

Years passed. Buildings were erected, shook and burned down, and rebuilt. In 1964, when BART engineers were researching what obstructions they might run into on Market Street, the San Francisco Maritime Museum pinpointed where the buried hulks of three ships might be located. They were the *Callao* (under the intersection of Pine and Davis on Market), the *Byron* (under Market and Beale Street); both had been abandoned and both used as storeships.

San Francisco waterfront streets were extended by filling in around sunken ships.



# UNDER SAN FRANCISCO STREETS

## THE SHIPS IN DRAKE BAY

San Francisco isn't the only place that has sunken ships. According to Dr. Arthur Raymond of University of California, Berkeley, there are three ships of interest in Drake's Bay. However, Drake's ship, the *Golden Hinde*, isn't one of them.

"Drake captured a Spanish brig off the coast of Panama. The two ships sailed up to Drake's Bay to get ready for a trip across the Pacific," said Raymond.

The *Golden Hinde* left, but the Spanish brig is supposedly at the bottom of Drake's Estero. There is also speculation that a second Spanish ship, the *San Carlos*, sunk in Drake's Bay. However, Raymond thinks the third ship, the *San Augustian*, a 1595 Manilian galleon, is by far the most interesting.

"She probably was anchored and sank during a storm. The survivors climbed into lifeboats and rowed to Panama," he said.

The ship was supposed to be carrying metal artifacts. Gold or silver? Not bouillon like the recovered on Caribbean ships, but other forms.

In case the thought of sunken treasure makes you want to dust off your wet suit, flippers and diving mask, it is illegal to dive at Pt. Reyes without proper authorization. The area was once used by the Navy for test firing, so there are unexploded shells on the ocean floor. If that's not enough the cold waters are well-known breeding grounds for the great white shark.

If, after all that, you'd still like to know more about the *San Augustian*, a San Augustian Institute has been formed to recover the ship. For more information, contact Dr. Arthur Raymond at (415) 836-3291.

The third was the *Galen* (under the south side of Market Street between Main and Spear), a ship used as a residence in the

LATITUDE/SARAH



X marks the spot. Levi Plaza, Battery and Filbert, the grave of the 'William Grey', buried in 1852.

1850's.

All three were next to Market Street Wharf that had been built across the mudflats of Yerba Buena Cove.

But public interest in the buried ships really wasn't sparked until the *Niantic* was discovered below Sansome and Clay streets during the construction of an office building in 1978. Historians and archaeologists wanted time to investigate and salvage the vessel. The developer wanted to keep moving. Because the construction project was private and didn't use federal funds, there was no legal way to halt it.

However, a rapid 'rescue dig' did take place. A section of the *Niantic* was dug out and placed in the Maritime Museum. But many of the artifacts — bottles, clothes, tools — plus the hull, were destroyed or reburied when the construction resumed.

"The *Niantic* was a real disaster. [But when something like that is discovered] it is usually a mess. It is always the developer versus the archaeologists and it always develops into a dramatic scene.

"Another case was the Levi's Plaza Gold Rush ship. They tried to say it wasn't there,



# GOLD-RUSH SHIPS

but when you take a core drilling of oak out of the ground, you know it has to be a ship. They didn't bury oak in San Francisco; maybe redwood, douglas fir or other things, but never oak," said Olmsted.

The hull of the Gold Rush ship was found smack in the middle of the Levi's Plaza development, buried near the northwest corner of Filbert, near the Italian Swiss Colony Building and Battery Streets. According to

Olmsted, it is/was 120-ft long and probably built around 1835. She could be as old as the Spanish settlement in San Francisco, which dates back to 1776, making her the oldest Gold Rush ship in the city.

Research has shown the ship might be the British brig *Palmyra* that was buried along the shoreline in that area, or the *William Gray*, a cargo vessel from Bath, Maine which

was known to be aground near this spot in 1852.

"We found a quote in the *Alta California* that said Frederick Griffing had on this day in 1852 sunk a ship to use as a base to build his wharf. It was so successful he intends to ex-

Map shows location of shipwrecks under streets. Shaded area is original shoreline.

## Maritime Museum Waterfront Tour

On May 3, 1980, Herbert Beckwith of the San Francisco Maritime Museum gave a one time only walking tour of San Francisco maritime history. Researching the buried hulks from the museum's archives, he came up with the following 24 ships:

1. *Rome* (or *Roma*) at the SE corner of Market and East. A Russian ship, used for coal storage.
2. *Othello*. On Steuart between Market and Mission. A storeship.
3. *Galen*. On Market between Spear and Main. A storeship in the center of six water lots.
4. *Henry Lee*. 116-118 California Street. Storeship.
5. *Byron*, *Callao*, *Autumn*. At corner of Pine, Davis, Market. All storeships.
6. *Fame*, *Frances Ann*. At corner of Clay and Front. Both storeships.
7. *Thomas Bennet*. SW corner of Sacramento and Front. Storeship and grocery store.
8. *Euphemia*. NE corner of Sacramento and Battery. Brig used as early city prison.
9. *Tecumseh* and an unknown vessel. California and Battery. Storeships.
10. *Apollo*. NW corner, Sacramento and Battery under the Federal Reserve Bank. Once a packet ship that sailed from New York to San Francisco in 1849. A day after she left port the passengers began to complain about the wood and the ship began to leak. The passengers spent a lot of time drinking and arguing with the crew. On a very rough passage around Cape Horn, a topgallant yard was snapped in half and crashed down on the deck. The ship sailed through the Golden Gate on September 18, 1849 and was eventually used as a storeship.
11. *General Harrison*. NW corner of Battery and Clay. Storeship.
12. *Niantic*. Whaler, an early arrival in San Francisco. Used as a storeship, office and saloon.
13. *Georgian*. SW corner of Jackson and Battery. Storeship.
14. *Arkansas*. Battery and Pacific, NE corner. Famous old ship saloon.
15. Unknown brig. SW corner of Vallejo and Front near Gibb warehouse.
16. *Fortuna*. On Front, between Vallejo and Green. Used as a hotel.
17. *Almandrina* and *Ricardo*. Corner of Pacific and Front. Both storeships. *Ricardo* used as a boarding house.
18. *Balance*. Corner of Front and Jackson. Storeship. Built of teak. 92-years-old when she arrived in San Francisco.
19. *Elmira*. Corner of Davis and Pacific. Storeship.
20. *Brilliant*, *Magnolia*. Davis Street between Jackson and Pacific. Used as storeships and boarding houses.
21. *Alida*. Davis Street between Washington and Jackson. Storeship.
22. *Cordova*, *Globe*. NE corner of Davis and Washington. Storeships. *Cordova* used as a watership.
23. *Garnet*. On Washington, Drumm, Jackson and Davis. Storeship.
24. *Elizabeth*. Foot of Clay and north side below Drumm St. Storeship and general offices.



# UNDER SAN FRANCISCO STREETS

tend it two ship's farther," said Nancy of the research she and her late husband, historian, Roger Olmsted did.

The Olmsted's gave Levi Strauss about six to eight months notice that a ship was buried on their property. Since Levi's Plaza was not a federally funded project, the developers were under no obligation to excavate the ship or display it, as long as they didn't saw it

up or dig through it.

According to Olmsted, although the people at Levi's didn't want to hear about the ship, they did give a matching grant of \$10,000 to cover part of the excavation. Then, not sure what to do, they covered it back up and left it there.

Locating the ships below the streets of San Francisco is not as hard as you might think.

Precise coast survey maps from the 1850's show houses and streets within six inches of where they were.

"They also have little melon-shaped seed-looking drawings in the water that indicates a hulk of a ship, a hazard to navigation. The chances that a ship would be taken out was rather slim. It cost too much and there was no point to it," said Olmsted.

Photographs of the day are also plentiful. But occasionally a ship is missed. That was the case of the whaler, *Lydia*, at Second and King streets, near Pier 42.

The 105-ft whaler, built in 1840, probably wasn't abandoned and sunk until 1907 or 1908 and didn't appear on the charts and maps used for research. In 1980, when a sewer was being dug in the area, the construction crew ran straight into the *Lydia*'s side.

The whaler lies in the basin where the West Coast's first ship repair facility, Tichenor's Marine Railway, was built in 1851 and the Pacific Mail Dock was built in 1867. She was buried when a seawall was built in that area.

Identifying the boat was a year-long project for the Olmsted's. They spent two hours a day, five days a week looking at microfilm.

"We figured out it was a whaler. Then we took all 165 whalers that had ever come into San Francisco and traced what happened to them. We wound up with 14 we couldn't account for. Of those 14, we narrowed it down to two. Finally, we got to an old newspaper story that said something like 'the old so-and-so that laid so long by the Pacific Mail Dock is no more'," recalled Nancy Olmsted.

The *Lydia* is a sistership to the *Charles W. Morgan*, a restored whaler at the Maritime Museum in Mystic, Connecticut. The square-rigged ship was converted to a barg in 1868. One of her owners was Joseph Knowland, the founder of the *Oakland Tribune*. She was to be dismantled at the turn of the century when probably she caught fire.

When part of the ship was excavated, 24 bottles of ginger beer and a board with the words "Howell White, Furing 9275 UIWB" were found. The term 'furing' refers to putting sheathing on a ship, but the reference to Howell White remains a mystery.

Who drank those bottles of beer? How did the *Lydia* catch on fire? Is the Gold Rush ship in Levi's Plaza really the *William Gray*? The answers to those questions may be lost in time or even yet buried with the ships below the streets of San Francisco.

— glenda ganny carroll



# TRANSPAC

Basketball has its seventh game of the NBA finals. Baseball has its bottom of the ninth in the World Series. Golf has its back nine at the Masters. For the sport of sailing, there are few moments that can match the finish of the 2,200-mile Los Angeles to Honolulu TransPac, the biennial classic that has held the imagination of West Coast yachtsmen and women since 1906.

The TransPac's "eighteenth hole" is the final approach to the Diamond Head finish line. Powered by trade winds from the east, the entries surge down the big, blue waves of the Molokai Channel. The yachts, whether built as lightweight flyers that plane across the ocean's surface or as more traditional "lead mines", find themselves lifted by the ocean's power and hurled forward. Few of the sailors aboard the more than 1,100 entries who have competed in the race have been disappointed. Some have even gotten more than they bargained for.

Take, for example, the 78-ft ketch, *Mir*, from Seattle. On their way to an excellent

third place boat-for-boat finish in the 1969 contest, they gambled with full spinnaker, main and staysail up. The strategy worked, although they cheated death with four or five near knockdowns as the eastern half of Oahu sped by on their starboard quarter.

Lady Luck, however, pulled the plug with just 400 yards to go to the finish. A 50-knot blast knocked the big yacht on her beam ends and a few seconds later the aluminum mast buckled under the pressure. The crew, led by owner/skipper George William O'Brien, kept their cool and pulled out the wire cutters. In less than forty minutes they jettisoned \$20,000 worth of busted gear, hoisted the mizzen sail on the only remaining spar and sailed the final distance backwards to complete the race!

As fun as the racing is, all the competitors are glad to reach the Ala Wai Channel.



The TransPac holds many such memories, some very public such as *Mir's* and others more private. Some are a combination of the two. In 1965, one of the greatest head-to-head finishes took place between Bob Johnson's 72-ft ketch, *Ticonderoga* and Cornelius Bruynzeel's 72-ft South African ketch, *Stormvogel*. Built in 1936, the Herreshoff-designed *Ticonderoga* was one of the finest racing yachts of all time. She was pitted against the newer, lighter *Stormvogel*, a forerunner of the ultralight brand of yacht.

The 54 entries in the 1965 race were treated to one of nature's great wind machines: Hurricane *Beatrice*. Originating as a Mexican chubasco, *Beatrice* took Horace Greeley's advice and headed west for Honolulu. Bob Johnson, in a letter that was later published in *Yachting* magazine, wrote that "we knew it was there. Any sailor

knows that when you see huge cross swells from a quarter different from either the present or prevailing wind, things are just not right."

"Right" is a relative term. For a yacht's owner, the one who pays for the damaged sails, spars and gear, hurricane force winds are not the best news. For the sailing jockeys who love nothing more than sailing a boat at maximum power, fifty knots of wind from dead astern is a unique opportunity. "The crew (which included youngsters such as John Rumsey and Skip Allan) were like maniacs, like dope addicts," wrote Johnson. "The water flew off the bow like it would off a PT boat. Finally she'd break in a smother of foam. At least once, the spinnaker was plastered against the mast. I've heard about the old ships 'sailing under.' Is this the way you do it?"

*Ticonderoga* went on to beat *Stormvogel*

in a breathtaking finish, breaking the 96-ft ketch *Morning Star's* elapsed time record set ten years earlier.

Breaking records is a large part of the appeal for TransPac contestants. Some of the greatest sailboats in yacht racing history have fortified their reputations with first-to-finishes in the Honolulu contest. In addition to those mentioned above, there are such sweethearts as *Windward Passage*, the 73-ft ketch which won class, fleet and elapsed time honors in 1971, avenging a bitter protest loss to *Blackfin* in 1969. And Bill Lee's 68-ft *Merlin*, which still holds the all time mark of 8 days, 11 hours set in 1977.

All the glory does not go to the biggest competitors, however. Corrected time winners are most often the smaller entries, which are currently required to be at least 35 feet long. *Chutzpah*, a Bill Lee 35-footer, owned the race in 1973 and 1975, winning both times overall. In 1981, Dean



# TRANSPAC

Treadway's *Sweet Okole*, a Farr 36, topped the field.

Life aboard a TransPac racer can range from luxurious to spartan. The *Sweet Okole* gang of six were limited to little more than freeze-dried rations during their victorious passage. Treadway explained, "When you really think about it, six guys don't each need their own apple, they can all get along with one bite from the same apple."

In 1985, Dean Treadway took a different crew along and just missed repeating his win. The crew's sense of humor definitely made the race more enjoyable, as Dean himself admitted. Where else would you find yourself, for example, conducting a Rod McKuen stand-up poetry contest, identifying dead rock stars or dredging up the names of the great mass murderers and the exact number of their victims? The ship's log also contained bits of intellectual flotsam such as Mark Adam's observation following a particularly nasty knockdown which upset gear and dishes below: "Gravity is not just another good idea; it's the law!"

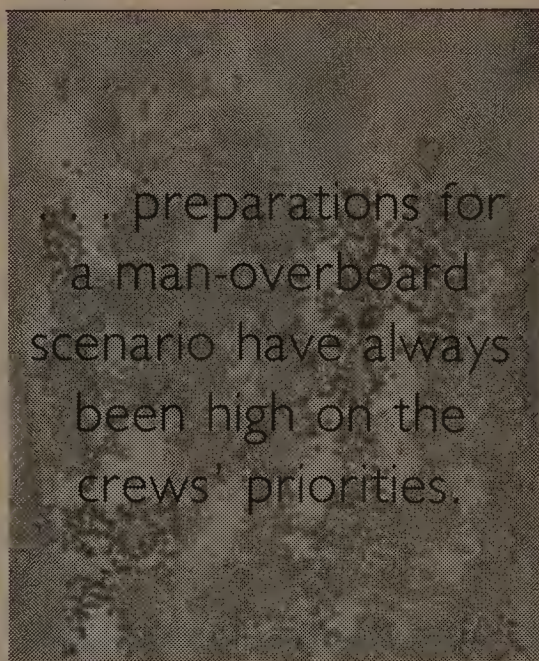
The TransPac history book, an 800-page monster written by Jack Smock, contains a sea of facts and figures, many of which would make excellent trivia questions. To wit: How many spinnakers did *Monsoon* blow out in the 1934 race? (15, including seven in two hours. They eventually had to use the owner's wife's aprons for patches). Who has competed in the most TransPac's? (Dr. Thaddeus Jones, Jr. of Laguna Beach, who sailed in 18 of them from 1947 to 1981. He'll go again this year on the *Swan 76*, *Tigris*). How many sailors or boats have been lost during the TransPac? (None of the more than 5,000 crewmembers who have manned over 1,000 vessels and sailed more than 2.35 million miles).

There have been several close calls in the last category, however. In 1951, Ted Sierks was reaching over the lifeline to fix a broken shackle on *L'Apache*, a 73-ft cutter. A large wave hit the yacht and the lifeline broke, hurling Sierks into the Pacific almost 900 miles from Honolulu. His crewmates tossed him a life ring, but failed to locate their buddy on their return. The hapless sailor spent 29 hours in the water, 21 hours longer than the official Navy estimate for survival in such conditions, until he was spotted at sundown by a Navy destroyer. Although experts doubt it, Sierks claimed he fought off three sharks during the ordeal. He returned to the race, sailing the next four on *Queen Mab*, before dying of a heart attack in 1959.

In spite of Sierks' experience, preparations for a man overboard scenario have always been high on the crews' priorities. For the

largest entry ever to compete in the TransPac, the 161-ft schooner *Goodwill*, more was required than the usual. Stopping such a craft while travelling at 15 knots downwind was no mean feat. First, a life raft attached to 1,000 feet of strong nylon line would be ejected by an explosive charge. Simultaneously, the two end fittings of the 72-ft spinnaker pole would be blown off by two more explosive charges and the spinnaker cast adrift. Another device would fire an aircraft braking parachute drogue deep underwater. All sails would be lowered and all floatable items would be thrown overboard to serve as visual guides when the schooner could round up and retrace its course.

The explosives on the spinnaker pole never had to be used as designed, but they were employed during the race when the guy broke on a spinnaker run and pinned the pole against the headstay. The parted end of the sheet had raked a crewmember seriously across his legs, and no one was ready to touch any part of the running rigging which was under tremendous strain. The helmsman then chose to detonate the charge, which released the chute and



allowed the crew to get things under control once again.

The *Goodwill* competed in the 1953 and 1959 TransPacs before being lost off Mexico. On the first trip, she carried a crew of 47, including six in the afterguard, 30 for sail handling, a cook, six Mexican assistants, a welder and an announcer and technician

from CBS Radio, which featured live news reports of the race. Six years later the crew was even bigger, featuring three corporation heads who served as cooks. It's hard to believe that such a boat once sold for just \$7,500.

The smallest entry ever was the 27-ft sloop *Common Sense III*, which placed 9th out of 12 entries in 1934. The vessel proved seaworthy, but extremely uncomfortable for the three crewmen onboard. For one thing, the cockpit was not self-bailing, and during this rough year the helmsman spent most of his time underwater.

Things went from bad to worse six days out when the mast carried away and one of the trio, Don Lampton, went overboard. Luckily he was pulled back in. The crew gamely jury-rigged the remaining 12-ft mast stump and carried on for another 12 days under miserable conditions. Thereafter, the TransPac YC raised the minimum waterline length to 28 feet.

Rules and ratings have always played a part in the TransPac. The original rating rule was a variation of one developed by the Brooklyn YC. Under that system, a boat's handicap was an hour per foot of length, which was determined by dividing the waterline length by half of the beam. The TransPac adopted this rule, but gave 30 minutes rather than an hour for each foot of length.

Naturally, it didn't take long for someone to try to exploit the rule. In 1910, R.C. Smith of the South Coast YC performed many alterations on his 55-ft *Sweetheart* for the race, including removing the engine to reduce weight, installing two taller masts for increased sail area, and adding a 7500-lb. lead shoe for stability.

By 1923, a modified Seawanhaka Rule was in force, a rating system which made no restriction on the amount of sail that could be carried. Competitors piled on the canvas. Commodore A.R. Peddler of the Santa Barbara YC took things to an extreme that year with his 61-ft schooner, *Diablo*. Normally the yacht carried 2,416 square feet of sail, but that total was more than doubled to 6,000 square feet. After the race, which he won, Peddler reported that he could have 13 of 16 sails drawing well whenever the wind was aft of the beam. He and the crew, however, lived in fear of an accidental jibe. The maneuver under normal conditions would have taken 30 seconds, but with all

that laundry flying, it took three hours!

Just such an unintentional jibe pinned *Queen Mab*, which holds the record for most TransPacs with nine, during a vicious squall in 1961. Unable to set things straight for 20 long minutes, they used the engine to get the sail unbacked. A penalty was added to her elapsed time after arriving in Honolulu.

In more than 80 years, the TransPac lore contains hundreds of anecdotes and stories. For example:

✓In the 1947 race, a teenage cook on *Lady Jo* decided he'd had all the sailing and seasickness he could stand before the boat had even cleared Catalina. A youth of action, he simply jumped overboard and swam for the west end of the island. He was picked up safely.

✓A.K. Barbee missed his ride during the same race. He overslept and arrived at the dock two hours late, baggage in tow. Granted special permission, he tried to pursue his boat and get onboard. First he gave chase in a powerboat. The next day he tried in a seaplane. He never did find his *Zoe H.*

✓In the category of most and least, *Merlin* set the record for the best noon-to-noon run in 1977, clipping off an excellent 302 miles. In 1926, *Invader* had covered 308 miles in one day, but not during the 24-hour position reporting period. On the other hand, *Viking Childe* covered no ground at all during one 24-hour period in the 1939 edition. Worse still, *Four Winds* agonized through just seven miles in seven days in 1947.

✓TransPac crews are not always experienced sailors. In 1923 *Poinsetta* embarked with a group of college kids who had had only one practice beforehand, and even that had been a disaster. Seven of them stood in the lee of the jib as it was being hoisted. When it filled, they all flipped backwards over the lifelines and into the water. By the grace of God, they lived and completed the race to Honolulu safely.

✓*Poinsetta* also committed one of the biggest blunders in TransPac history at the end of the 1927 race. She had six hours to cover the last 11 miles and win, but in a squall they mistook Koko Head for Diamond Head and dropped their sails thinking they had finished. When they were finally notified of the error and crossed the correct finish line, they already lost by an hour and 15 minutes.

✓Even after you cross the line at Diamond Head, you're not completely safe. In 1973, the sloop *Eagle* sank in the lagoon off

the Hawaiian Village when her TransPac pilot bounced her off the reef during a period of high surf. Needless to say, TransPac pilots no longer bring boats into the Ala Wai.

✓Sailors are not above utilizing primitive rituals to bring success their way in the TransPac. *Nalu II* had been second in the 1955 and 1957 races, and her crew was get-

they carried  
live chickens aboard  
which were,  
according to legend,  
ceremoniously killed  
and their blood  
spilled on the water.

ting tired of the bridesmaid scene. In the 1959 contest they carried live chickens aboard which were, according to legend, ceremoniously killed and their blood spilled on the waters. Apparently it worked as *Nalu II* was first in class and fleet. Hey, back off with that soup pot!

✓On the political angle, it should be mentioned that *Groote Beer*, which is now part of the Master Mariner fleet on San Francisco Bay, took part in the 1957 race. Built in Holland, the 55-ft cutter was originally designed for Hitler henchman Herman Goering, who never took delivery. And Teddy Kennedy, a political candidate who's had a rough time with water, crewed on the 64-ft *Quest* in the 1955 race, placing 4th in class and 12th in fleet.

Going all out for the TransPac is an integral part of the race, too. In 1949, crewman Louie Nilson showed what the competitive spirit was all about aboard the schooner *Flying Cloud*. While blasting along at 10 knots, the gollywobbler halyard atop the 110-ft mast parted and needed to be replaced. With one masthead halyard broken and the other holding the mainsail

up, you'd assume the only way to make repairs would be to drop the main.

No way. Nilson slung one bosun's chair over his shoulder while riding another one 80 feet up to the top of the staysail halyard. There he abandoned the first chair and free-climbed ten feet up the mainsail luff to the head of the main. He stopped to lash the main to the mast, then removed the main halyard and secured it to his second bosun's chair. He rode the now-free main halyard to the top of the mast and replaced the broken gollywobbler halyard. To get down, he more or less repeated the process.

After undergoing the trials of life at sea, TransPac sailors unwind in Honolulu, perhaps the finest yacht race destination in the world. First they get lei'd by beautiful women bearing flowers, then they dip into buckets brimming with tropical fruit concoctions designed to erase any unpleasant memories of the preceding week and a half. Mounds of fresh fruit and prepared food are awaiting consumption. These receptions at the Ala Wai Yacht Harbor remain one of the race's most outstanding features, even if the intensity of partying, which went around the clock, has become more civilized in recent years.

Perhaps the best memories of the TransPac are those that the individuals who took part carry with them, the remembrances that will never make it into the history books. The unforgettable rides down the face of wave after wave. Hurtling through a starless night with only the sound of the water bouncing off the hull to guide the way. Sharing a sunrise with a watchmate while the rest of the crew sleeps down below.

Like any great sporting event, the TransPac requires teamwork, win or lose. Peter English, a crewmember on the *Farr 52, Zamazaan*, in the 1983 race, recalls that the best part of the race was how everyone pulled together. English, a banker, had to go up the mast twice to fix broken halyards, and as they approached Honolulu everyone was listening for sounds that might mean more trouble. Crew morale was sinking and the "experts" onboard were having trouble.

"The guys who weren't that experienced," he recalled afterwards, "took the initiative to go below and cook us up a great meal. It was a real team effort. It was great."

There are more TransPac memories waiting to be made in the upcoming race, which starts this year on July 2nd off the Point Fermin Light in Los Angeles. May this year's race reap a bushelful of pleasant ones.

— shimon van collie

# THE LAST DECADE OF TRANSPAC:

## 1977 — THE FASTEST EVER

Perfect weather and a new generation of ultralights made the 1977 TransPac one of



LATITUDE 38/RICHARD

In 1977 'Merlin' made Honolulu in 8 days, 11 hours, smashing the old record by nearly a day.

the most thrilling on record. The Pacific High, around which the winds rotate clockwise, parked itself to the north of the fleet's course, spinning off strong, steady winds. *Merlin*, Bill Lee's radical new 67-footer, and *Drifter*, Harry Moloscho's 69-footer of similar design, quickly blasted into the lead to pace the rest of the 64 entries.

*Drifter* led most of the way, and for the distance she sailed on the southerly course, she actually had a better average speed; 11.24 knots compared to *Merlin*'s 11.156 knots. Lee and his Santa Cruz cohorts stayed to the north, however, and needing

to covering fewer miles, smashed the old elapsed time record by nearly a full day. Their time of 8 days and 11 hours was just 15 minutes better than *Drifter*'s.

On handicap, top honors went to the big boys. *Kialoa*, Jim Kilroy's 79-ft ketch, and *Windward Passage*, Mark Johnson's 73-ft ketch, placed first and second in both class and fleet.

## 1979 — THE GREAT PACIFIC PARKING LOT

After five fast races in a row, a record-breaking field of 80 boats entered the 1979 edition hoping for another thrilling ride to paradise. They were thwarted, however, by a wind-killing high pressure system. Never before had so many gone so slow for so long. Swimming, fishing and glass-float collecting became the highlights of the event. In the evening, the cadets aboard the Canadian Armed Forces' 102-ft ketch *Oriole* entertained the troops with a burlesque radio program.

As was the case two years before, *Merlin* took a northerly course while *Drifter*, with the talented duo of Stan Honey and Jon Andron calling the shots, dipped south and found more breeze. This time the *Moloscho*'s boat won. Provisions had run short by the 11th day, and the Captain's dinner on the last night for *Merlin*'s crew was popcorn. *Drifter* had only three gallons of water left when she docked at the Ali Wai.

As often happens, the smaller boats fared better in the light going. Dennis Choate's 48-ft *Arriba* took fleet handicap honors with

'*Drifter*' was first to finish in 1981. She later caught fire and sank off San Blas.

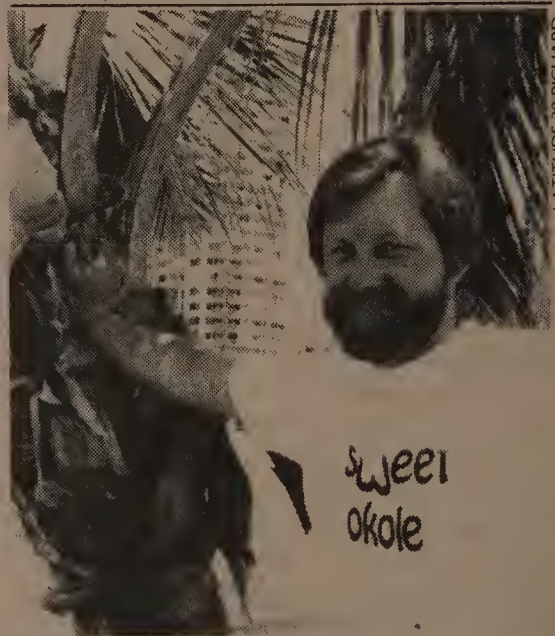


LATITUDE 38/RICHARD

O. Hiroshi's 36-footer, *Miyakodori III*, from the Nippon Ocean Racing Club, placing second.

## 1981 — MERLIN JUST MISSES THE RECORD

The wind returned in 1981, and with it the thrills and spills for which the 74 entries had come looking. *Drifter*'s rudder failed early on, leaving first-to-finish honors Nick Frazee and crew on the chartered *Merlin*. The San Diegan and his crew had sailed the pants off the big sled, yet missed a new course record by a mere 40-seconds when the trades uncharacteristically lightened from Koko Head



LATITUDE 38/RICHARD

Dean Treadway was the overall winner in 1981 with 'Sweet Okole'.

to the finish.

Elsewhere in the fleet, there were equally thrilling struggles. The Santa Cruz 50's, of which there were seven in the race, staged the longest head-to-head battle ever. *Hano Ho* and *Shandu* spent the last 117 hours — more than half the race — side-by-side surfing down the Pacific swells. Even a broken masthead fitting and sending a crewman up the mast on *Shandu* didn't stop what more than likely was the longest and most furious surfing contest in history. *Ragtime*, which had been first-to-finish in '67 and '69, surfed the last 150 miles without benefit of a rudder, her expert crew quickly mastering the double-headsail arrangement.

*Sweet Okole*, the smallest entry at 36 feet, took home corrected time fleet honors for Northern Californian Dean Treadway. The Farr boat's victory we well-deserved, as she'd beaten nearly half the fleet boat for

# THE LIGHT DISPLACEMENT ERA

boat. Also noteworthy was *Zamazaan*, a Farr 51, completing her hat trick for the year, adding the Class A victory to wins at the Clipper Cup and Big Boat Series.

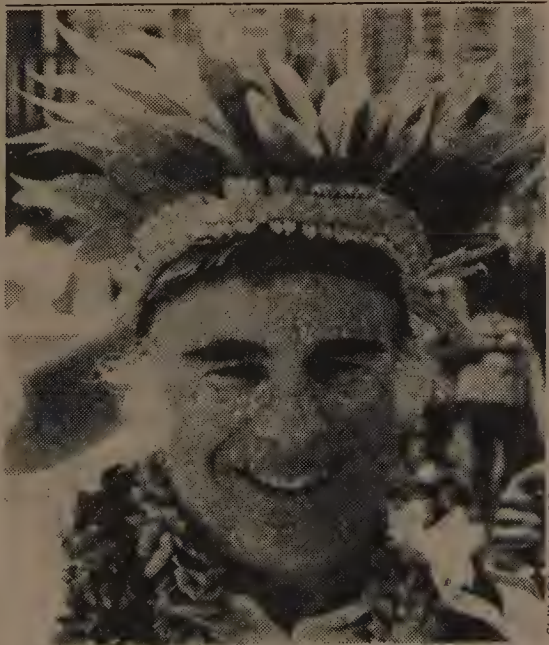
## 1983 — THE FRIENDLY MONSTER AND THE OAKLAND ATTORNEY

Six years after *Merlin* became the standard by which large ultralights were measured, a



When 'Saga' broke her rudder in '83, 'Charley' was a shoe-in for first-to-finish.

new breed of large sleds hit the starting line. Designed to the IOR upper limit of 70.0 rated feet, the big, light blue sloop *Charley*



Irv Loube took overall honors in '83 with 'Bravura'.

cut quite a figure. Her owner was Nolan Bushnell, the inventor of Pong and one of Silicon Valley's outstanding entrepreneurs,

and her bow and spinnakers featured a friendly sea monster. Her crew, including navigator Stan Honey and sailing master Steve Taft, were no joke, though, and they piloted the yacht to line honors. *Merlin* still had some juice left and only lost sight of *Charley* with three days left to Honolulu.

Those who called the weather right took home handicap honors. Irv Loube, the Oakland attorney who had narrowly missed overall honors in 1981, kept his Frers-designed *Bravura* close to the rhumb line to win overall, while his Richmond YC buddy Clay Bernard did likewise with Davidson 50, *Great Fun*, to take second.

## 1985 — THE OLD GIRL GETS 'EM

High tech took a back seat to tradition in the last TransPac as the 20-year-old Cal 40, *Montgomery Street*, outsailed 63 other competitors to corrected-time victory. Using ultra large spinnakers to boost their rating to the IOR race minimum of 30.0, the Richmond crew, including the father/son team of Jim and Dave Denning, sailed dead downwind for much of the way. While others zigged and zagged looking for the best reaching angle, the vintage silver sloop scooted into Honolulu ahead of many larger yachts and



into the record books. Her triumph was a popular one, as it was the Cal's — and the Cal 40's in particular — that made the TransPac so much of a 'peoples' race' in the 60's.

At the front of the pack, a big new group of ultralight sleds battled for first-to-finish honors. Nick Frazee sailed his *Swiftsure III*, one of several Nelson/Marek 68's, on a

SHIMON VAN COLLIE



An aged Cal 40, 'Montgomery Street', took overall honors in the last TransPac.

southerly course looking for more wind. He lost ground early, but better wind propelled the long light-blue sloop to line honors over sistership *Prima*. Bill Lee was trying out his new Santa Cruz 70, *Blondie*, but straying too far north left him out of the running. Of course, he hadn't gone as far north as veteran navigator Ben Mitchell, whose deci-

'Swiftsure' was first-to-finish in 1985.

sions are closely watched by the rest of the fleet. Mitchell admitted his extreme northerly course on the Peterson 66, *Cheetah* was a flyer, but denied they ever had icicles hanging from the lifelines.

— latitude 38

## CLASS A

### MERLIN / LEE 67

DONN CAMPION / SUNNYVALE

Owner Donn Campion's first TransPac. Skip Steveley, a Charley and Merlin TransPac veteran, is at the wheel. Hawaii's

many Mexico and TransPac races. Includes top guns Chris Sellars and Cliff Stagg. However, this is the newest Santa Cruz 70 and the learning curve is still steep.

lose, her post-race party at the Ala Wai will be wildest in fleet.

### DRUMBEAT / NELSON/MAREK 68

DON AYRES / SAN DIEGO YC

Eighth in class in 1985, *Drumbeat's* a family show with Don's sons Doug, Don and Bruce on board. No rock stars, but has a new elliptical keel (from Nelson/Marek) and rudder (homemade).

### PANDEMONIUM / N/M 66

BILL PACKER / NEWPORT BEACH

Could be dangerous, with Dennis Durgan, Bruce Human and Lexi Gahagan among the aggressive crew of just eight. She finished sixth in class in 1985. The boat's been slow around the buoys, but if this group can't crank her up in the ocean, nobody can.

### PRIMA / NELSON/MAREK 68

MIKE GAYNER / LOS ANGELES

Australian Rod Muir, who owns *Windward Passage*, had originally chartered the boat, but the deal fell through at the 11th hour. Mike Gayner and his family have sub-chartered and hope to gain more racing experience. In her last outing, *Prima* finished first overall in the IOR division of the Puerto Vallarta Race.

### SWIFTSURE III / NELSON/MAREK 68

DOUG SIMONSON / SCOTTSDALE, AZ

First-to-finish in '85 with a star-studded cast, the boat was old even then. Under charter this time, *Swiftsure III* will have a tough time staying in the hunt.

## CLASS B

### UPBEAT / SANTA CRUZ 50

BILL BOYD / LONG BEACH

The 1985 also-ran is under charter. Probably not the fastest of the SC 50s.

### CHASCH MER / SANTA CRUZ 50

RANDY PARKER / LOS GATOS

After many attempts, could this be Randy's year? While he has plenty of experience, does the rest of the crew have what it takes to sit in the front row seats? One of the original SC 50s.

### ALLURE / SANTA CRUZ 50

CHARLES JACOBSEN / PEBBLE BEACH

*Allure* has a new elliptical keel and rudder by Bill Lee, new sails, Ockam computer system, plus some of Monterey Bay's best sled drivers. Could be what Marlon Brando



LATITUDE/RICHARD

Our darkhorse for Class A: 'Rags'.

### BLONDIE / SC 70

BOB MCNULTY / LONG BEACH YC

A good charter arrangement with Olympic gold medalist Robbie Haines and "Twice Around (the world) Ted" Allison onboard to assist the nucleus that demolished the old Cabo record. Still the best SC 70, and 70's are still the swiftest sleds.

### PYEWACKET / NM 68

ROY DISNEY / CALIFORNIA YC

The "Magic Cat" looks like result of a Nelson/Marek 68 and Santa Cruz 70 mating. Despite teething problems, she was fast at May's Cal Cup. TransPac vet George Alexander will navigate, with sailing assistance from Mark Baxter and Bruce ("Pump that main!") Nelson.

### CHEETAH / PETERSON 66

DICK PENNINGTON / LONG BEACH

Heavy party boat in 1985, but she has Bud Tretter from the Long Beach Marina Shipyard and navigator Tom Leweck (Commodore of TransPac Anonymous) aboard to add credibility. Finished 2nd in Cal Cup after underwater modifications. Was her Guadalupe/Cabo 'broomstick' a fluke? Win or

### CITIUS / SC 70

PACIFIC MARINE SYNDICATE / L.A. YC

Dr. Bill Wilson heads the syndicate, veterans of '85 TransPac and Vic-Maui race. *Citius* was first in the 1987 Cal Cup and was first-to-finish in the Puerto Vallarta Race. She has trick radar like *Pyewacket* that tells you who's taking a leak on a boat 200 miles away. Danny Schiff and the Heck twins bring depth to the large crew.

### HOTEL CALIFORNIA / SC 70

JOHN WINTERSTEEN / CALIFORNIA YC

A very experienced group that has done

couldn't: A contender.

## **HANA HO / SANTA CRUZ 50**

ROLFE CROKER / TIBURON

Out of the money in the last TransPac, never count Rolfe and his ace, Jeff Madrigali, out. They find a way to win, as in last Catalina and Guadaloupe/Cabo races. Carrying a deep crew.

## **MONGOOSE / SANTA CRUZ 50**

PAUL SIMONSEN / DIABLO

Second in the Big Boat Series, the talented crew for the TransPac includes Ben Mitchell, Greg Gilette and Zan Drejes. Not only fast, they know where to go, too. A boat to watch. Simonsen has SC 70 being built for Big Boat Series.

## **ELUSIVE / SANTA CRUZ 50**

REUBEN VOLLMER / HERMOSA BEACH

The boat's done well in Mexico races and was one of the top SC 50s in 1985. Another family effort, but one with a difference; son Mark is a sailmaker.

## **RACY II / SANTA CRUZ 50**

LU TAYLOR / SAN JOSE

Winner of the 1986 Big Boat Series, she has a new elliptical keel and rudder. Crew includes Santa Cruz sled sailors Mike Schaumburg and Roland Brun.

## **STRIDER / NELSON/MAREK 55**

SHERWOOD TELLA / LOS ANGELES

Under charter for the TransPac, *Strider* took first in Class B in the Guadalupe/Cabo Race. The charter group has been together for a while and has done several other races. *Strider* is more suited to the IOR than the Santa Cruz 50s.

## **MARISHITEN / NELSON/MAREK 55**

KATSUHIKO TAKEDA / TOKYO, JAPAN

With an all-titanium hull and deck ("We brake for can openers"), *Marishiten* took seventh in Class B in 1985 and won Class A in the Kenwood Cup's "Hate the State" race in Hawaii. Mega-buck hull is — surprisingly — topped with a low-tech off-the-shelf rig.

## **TIGRIS / SWAN 76**

JIM WARMINGTON / NEWPORT BEACH

The most civilized — if not speedy — way to sail to Hawaii. Wine and VCR lists were completed well before the start. Three-watch system. Thaddeus Jones will be onboard for his 19th TransPac.

## **SWIFTSURE / FRERS 58**

SY KLEINMAN / SAN JOSE

*Swiftsure* finished second in class in 1985, thanks to light winds and great naviguassing by Paul Kamen. If winds are down, the old blue hound could be up. Jim "Pa" Walton adds a quality touch. Sy Kleinman is a sentimental favorite in Honolulu.

## **THE SHADOW / SOVEREL 55**

MARDA RUNSTAD / SEATTLE

The only woman skipper in the race, this is Marda's second time chartering *Shadow*.

## **ZAMAZAAN / FARR 52**

JACK FORD / LONG BEACH

Class A winner in 1981, *Zamazaan* is an old but proven design. She looks great with her new taller rig, and her owner is eager to go sailing. She gets a good time allowance from the Santa Cruz 50s, but does she have the drivers?

Our darkhorse for Class B: 'Zamazaan'.



LATITUDE/RICHARD

# TRANSPAC

## **GITANA / CARTER 60**

D. CHOATE/M. LERNER / LONG BEACH

*Gitana* is a medium-displacement boat, good on a reach. Dennis Choate has won before (*Arriba*, first in fleet in 1979).



## **OUTRAGEOUS / OLSON 40**

RICH LINKMEYER / SOQUEL

No line on this boat.

## **PRIMA / OLSON 40**

FRED KIRSCHINER / CORONADO

No line on one of Texan Keith Simmon's many *Prima*'s.

## **NOTORIOUS / OLSON 40**

SCOTT PINE / SCOTTS VALLEY

First-to-finish in Class C in 1985; 5th in class on corrected-time in 1983. Probably the best of the 40's. If it's windy enough, they could beat the IOR boats.

## **SANGVIND / FARR 48**

JOE MELLO / PT. RICHMOND

The boat is a veteran of many TransPac's but without an exceptional record. Owner Jerry Jensen will join charterer Mello on this attempt. Should be fun and 'Mello' race.



LATITUDE/RICHARD

Our darkhorse for Class C: 'Tomahawk'.

## **TOMAHAWK / FRERS 51**

JOHN ARENS / NEWPORT BEACH

Always a tough boat, whether around the

buoys or across the ocean. She finished 2nd at Long Beach Race Week. Arens always puts together a good group, but is 11 too many? Good drivers and effort will put boat near the top of class.

## **BLACK SHEEP / LIDGARD 50**

ALASTAIR SHANKS / BLENHEIM, N.Z.

Owner and couple of crew are Kiwi. Joined by an Englishman and a few Northern Californians, including Laurie Timpson (*Flasher*, *Blade Runner*) who is organizing the show. The boat is on her way home after Big Boat Series.

## **BLADE RUNNER / REICHEL/PUGH 47**

BILL TWIST / ST. FRANCIS YC

These are the party animals from San Francisco, but they know how to win. Small but excellent crew to include Alan Weaver, Greg Paxton, Rhett Jeffries, Brian Bernard and one or two others. The boat is light for the TransPac, rates well, and has new 'lampchop' keel.

## **BOO / PETERSON 48**

JOHN PAQUIN / CORONADO

Entered, withdrew, then re-entered TransPac. For three years boats sat in water without a rig or keel. Just put together in time for TransPac deadline. It will be interesting to see how she does.

## **ELUSIVE / PETERSON 48**

GERRY BERTRAM / SAN DIEGO

No line on this entry.

## **ROCINANTE / TAK 46**

SHINJI OGUCHI / KANAGAWA, JAPAN

Unknown Takai 46 with suspiciously Anglo name. Great to see international entries in TransPac.

## **TRAVIESO / NELSON/MAREK 44**

RON KUNTZ / SAN DIEGO

New keel is said to make her difficult to drive downwind. Boat's always been accident prone; broken leg, appendicitis, wheel came off in earlier TransPac.

## **MYSTERY / C&C 43**

FRED HIBBARD / JACKSON, WYOMING

Fred has recruited sailors from all over the country, including New York navigator Peter Kelly. This will be a fun effort. They've always wanted to do a TransPac.

## **HIGH ROLLER / HOLLAND 43**

JOHN FAIRBANK / AIEA, HAWAII

One of Bill Power's *Rolers*, although not

one of the fastest. Should be a squirrely ride home to Hawaii for these guys.

## **UIN NA MARA / FARR 41**

DICK PAGE / HONOLULU, HAWAII

Aging two-wheeled sistership to *Monique*. Some near-misses in previous TransPac's. A big favorite in the islands.

## **JANO / FRERS 43**

BOB KAHN / MARINA DEL REY

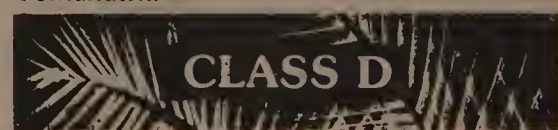
Ace driver Steve Grillon will make the boat fast. Commodore Tomplans, fresh from Melbourne to Osaka triumph, is scheduled to be on crew. This is a boat to watch.

## **ECLIPSE / NELSON/MAREK 42**

LES CROUCH / SAN DIEGO

It's tough to tell how good this boat is because she's broken her rudder in two out of three Mexico races. Crouch is moving up to a *Pyewacket* sistership.

**Latitude's Top Three:** *Blade Runner*, *Jano* and *Notorious*. *Darkhorse* is *Tomahawk*.



## **ILLUSION / PETERSON 44**

DAVE FELL / PASADENA

Won many tough races for Ed McDowell who's gone low-tech. Was briefly known as *Murphy's Law*. Under new management, and that always makes things tough.

## **BLADE RUNNER / EXPRESS 37**

MICH SCHLENS / REDONDO BEACH

Took 2nd in class and 5th overall in 1985. Hull #1, she has clipped keel for TransPac. *Dusty Way* will navigate. Can't be ignored.

## **MORNINGSTAR / EXPRESS 37**

LARRY DOANE / SAN FRANCISCO

Designer Carl Schumacher will be on board along with sailmaker Kame Richards, Rob Moore, Scott Owens and Marilyn Schumacher. Clipped keel, controversial water tanks, if rudder doesn't break she's a threat, too.

## **FREQUENT FLYER / EXPRESS 37**

TED HALL / SAN FRANCISCO

The newest Express 37 and set up like *Morningstar*, this one's another strong contender. Chris Corlett has done seven TransPac's and took overall honors on *Chutzpah* twice. George Pedrick and Dennis Gruidl will also be onboard.

## ONE EYED JACK / EXPRESS 37

JIM SVETICH / SALINAS

This is the only Express 37 with a stock keel and a wheel. She measured heavy and is the lowest-rated of the Express 37s. Has hot drivers Ian Klitza, Andre LeCour, Doug Nestler and Dennis Pesianno. Was their class win in the last Cabo race a fluke? We'll find out.

## FREE ENTERPRISE / ANDREWS 42

DICK ETTINGER / NEWPORT BEACH

One of the new 'Andrews Sisters'. Finished 3rd at Long Beach Race Week. Good group. Could take the class if the Express 37's can't jam the last three or four days of the race.

## PRIMO / PETERSON 44

RON CARLSON / LA JOLLA

No line on this entry.

## BANDIT / SWAN 44

LARR CARR / SAN FRANCISCO

Howard Macken of Sutter Sails joins the former owner of *Lightning*. Swan 44s are notorious rock'n rollers under the chute. It could be tough to carry one on windy nights.

## MONTGOMERY STREET / CAL 40

JIM DENNING / SAN RAFAEL

Jim's the reigning champ and returns with some of the victorious crew, including navigator Chris Nash. If it's light they could threatened for corrected time honors once again. In any event, they'll tie record; as this will be the boat's 9th TransPac.

## WINGS / CAL 40

JOHN MILLER / TACOMA, WA

Another Cal 40 oldie but goodie. These designs continue to do surprisingly well in TransPacs. *Monkey Street* could be the big stumbling block.

## BRENDA / NORDIC 40

JOHN PULSKAMP / BAKERSFIELD

No line on this entry.

## JAZZ / BENETEAU 40

ROD PARK / PT. RICHMOND

The old *Glory*, that was 2nd in the 1985 SORC. Skipper Rod Park has extensive TransPac experience in ULDBs, including one singlehanded. Son Malcom is hot hand. Could have a great battle with *White Knight* for honors.

## SWEET OKOLE / FARR 36

DEAN TREADWAY / OAKLAND

## 'LATITUDE' PICKS 'EM

- A**
  - 1 *Blondie*; Cabo experience will show.
  - 2 *Pyewacket*; Nelson is a winner.
  - 3 *Citius*; a good course could win it.
- B**
  - 1 *Mongoose*; will win or lose on Mitchell's navigation.
  - 2 *Hana Ho*; vito, veni, vici.
  - 3 *Allure*; lots of surfing experience.
- C**
  - 1 *Blade Runner*; rating and commitment.
  - 2 *Jano*; Grillon's a superb driver.
  - 3 *Notorious*; in a blow away they go.
- D**
  - 1 *Sweet Okole*; light or heavy, she's fast.
  - 2 *Frequent Flyer*; Corlett is one of the best.
  - 3 *Morningstar*; just add wind.

FIRST TO FINISH: *Blondie*

OVERALL WINNER: *Sweet Okole* — even though rated distance now favors larger boats.

*Sweet Okole* was overall winner in 1981 and second in 1985. The boat's always well-prepared and cleverly sailed. The fact that she can do well in heavy or light air makes

Our darkhorse for Class D: 'Montgomery Street'.

## WHITE KNIGHT / FARR 40

PHIL FRIEDMAN / LOS ANGELES

The Flying Friedman's have had their moment's with this potential rocketship. Should do a lot better than last time with *Rampage*. Big question mark is the rig; has it been



SHIMON VAN COLLIE

her a double threat. With Treadway eager to avenge his narrow loss in 1985, the smallest boat in the fleet could be a giant killer.

'wowed' once too often? Bird on the dock tells us the BMW's have a pool on where in the Pacific the rig will come down.

# SOUTHLAND SUMMER GUIDE

Summertime is cruising time in Southern California. By the time the longest day of the year, June 22, has rolled around, the kids are out of school and the persistent coastal fog has lost its resolve. It's warm, smooth sailing time until at least Octo-

ber, the perfect opportunity to get out and sail someplace new.



ber, the perfect opportunity to get out and sail someplace new.

To help you — no matter if you're a Catalina racer with some post-race cruising time on your hands or a resident of the Southland — enjoy the variety of Southern California sailing, we've compiled the following list of places you can drop the hook or find a berth. The list isn't complete, because we're saving some spots for the months to come.

## San Diego Bay

Bounded by 'America's Finest City', San Diego Bay is one of the most leisurely places to sail in the world. Fifteen knots is a great breeze, the fabulous natural harbor precludes any serious swell or chop, and there's never more than light current. It's one of the few places in North America where guests can comfortably sprawl on the foredeck in swimsuits while beating to weather.

And if you're looking for broader horizons, the 30-mile round-trip sail to the Coronado Islands gets you away from the roar of the commercial and military jets, the sight of tall buildings and the wakes of other boats.

Anchoring: While you used to be able to

legally anchor in much of San Diego Bay, things have become more restrictive. A year or so ago, specific anchorages were

designated north of the Coronado Bridge, and just recently the same was done with the area south of the bridge. A spokesman told us, however, that the authorities are maintaining a low profile north of the bridge, and that the situation south of the bridge is at the

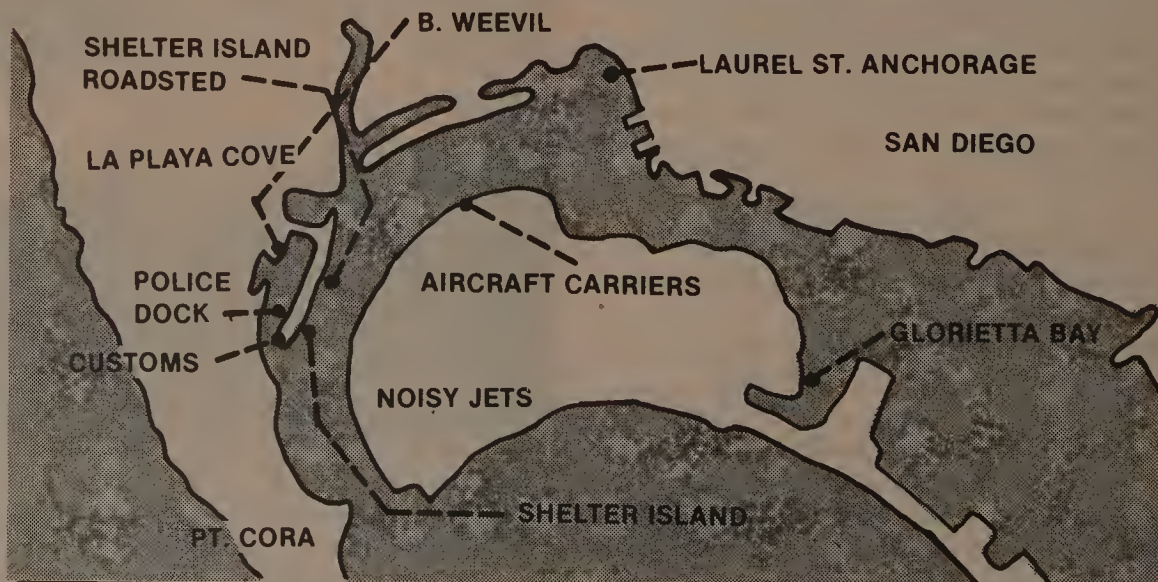
legal — spots north of the Coronado Bridge; the Shelter Island open roadstead or the Laurel St. anchorage between the Grape St. Pier and the Coast Guard station. (A word of warning: after August the Laurel St. anchorage is scheduled to be closed so 77 mooring buoys can be installed.)

It's important to display at black ball during the day and an anchor light in the evening. When anchored off Shelter Island, you may only land your dinghy just to the west of the launch ramp. Land it on any of the other beach areas and you'll run afoul of the diligent Harbor Patrol. When anchoring off Laurel St., you must use the Grape St. Pier and not the seemingly more convenient dinghy docks at the Embarcadero.

Of the two spots, Shelter Island is more convenient to places and businesses of interest to most sailors; the Embarcadero anchorage is closer to downtown and the Mexican consulate. Fortunately, each is within walking distance of that San Diego institution, the Boll Weevil Burgers.

It's also possible to anchor at Playa Cove in the Shelter Island Yacht Basin, but you must first obtain a permit from the Harbor Police on Shelter Island.

Moorings: There are 12 moorings for Med-style docking at the Embarcadero. You can hang on one for up to 30 days at just \$1 a day. That is a bargain, which is why all 12 of them are just about always taken. No reservations are accepted; you've got to be there when someone leaves. There's dinghy docks — ones the folks anchored out at Laurel St. aren't supposed to use. There's



threatened lawsuit stage.

For your peace of mind, we suggest dropping the hook at one of two popular — and

also public restrooms which are closed from 10 pm. until 6 am. Showers are not available.

**Berths:** The Police Dock at southwest tip of Shelter Island has the best deal on short term berths — if there's room. The 21 slips go for \$5 a day the first five days and \$10 a day the second five days. You can only stay there ten days in any 30-day period. The slips are available on a first-come, first-serve basis. During the summer month you've got to arrive early to be served, as the slips fill up early in the day.

Along with a Police Dock slip, you get water, electricity and the use of the most basic of restrooms. Can't they even afford a door for the toilet stall? There are no showers, the idea being that if showers were installed the Police Dock would be in competition with private marinas. The only drawback to the Police Dock is that it's a hell of a long walk to anywhere, as hundreds of Mexico bound cruisers learn each year.

There are many marinas in San Diego Bay, but it's been our experience that guest slips are a real hassle to locate. About the only exception is the the Inter-Continental Marina at Sea Port Village. They've got open guest slips and a fine facility, but be prepared to pay for it. In July and August, slips are \$1 per foot per night, based on the length of the available slip. Marilyn tells us that the open slips right now are 45 and 50-footers. After August the fee is still \$1 a foot per night, but it's based on the length of your boat, not the slip. The Inter-Continental also has a policy of only accepting "maintained" boats, but at their rates they're not about to attract many derelicts.

The biggest disappointment about anchoring in San Diego Bay is that it's a heck of a long way to an ocean swim. Anchoring at Glorietta Bay — in either the 72-hour zone or the open anchorage — and then walking across Silver Strand Blvd to the beach is the best solution.

### Mission Bay

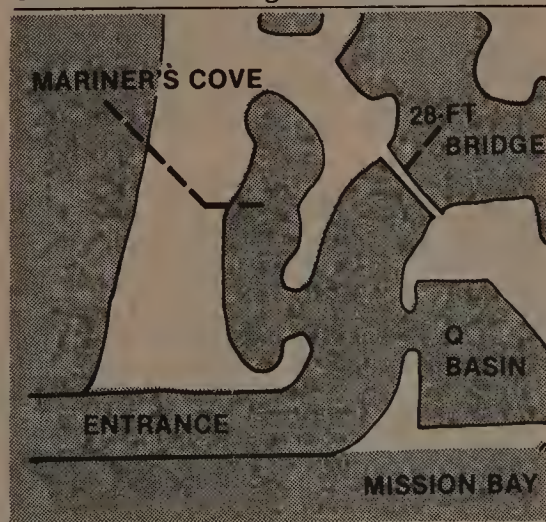
While the low (38 feet) West Mission Bay Drive overpass prevents most sailboats from traversing the innards of Mission Bay, it's still a harbor worth a visit. Once you get the main boat secure, you can put the outboard-powered dinghy over the side and begin exploring the wilds of Mission Bay, Pacific Beach, Vacation Isle, Fiesta Island, and who knows what else. It's not as exotic as exploring the islands of New Caledonia, but bring a picnic lunch and you'll have a great time.

The waters off Mission Bay are — unlike those off Pt. Loma — quiet and uncrowded.



A daysail up to La Jolla and back in the typical 12 knots of wind can be a very soothing.

**Anchoring:** The Harbor Patrol allows you to anchor in the north end of Mariner's Basin for 72 hours without charge or permit. They do, however, require that at least one person remain aboard at all times in case the wind shifts or the boat drags. This tends to restrict



folks, especially couples and singlehanders, to their boats. We, of course, would never break this rule, but we're told that others have.

Mariner's Basin can get crowded. A Harbor Patrol spokesman says that on holiday weekends it's been known to hold over 100 boats, many of them rafted together. Weekdays aren't so bad. The water is

You can anchor inside the breakwater at Dana Point for no charge. There's no restrooms, so you have to 'hold it' until you get to Newport.

reported to be 12 feet deep, so unless your name is Jim Kilroy, you don't have anything to worry about.

You are permitted to take your dinghy ashore, although you can't leave it there overnight. All services and facilities are within easy walking distance. One of the best features of Mariner's Cove is that it's a pleasant quarter of a mile walk to Mission Beach for body and board surfing. Remember your portable bikes, as there are great paths all over Mission Bay and along the ocean.

**Marinas:** There are three marinas in near-by Quivera Basin. Mission Bay Marina has 100 percent occupancy, but they have an interesting incentive program for their tenants that was copied from the Kona Kai Club. If tenants let the harbormaster know they'll be gone, he'll try and rent their slip and split the proceeds with them. Transients pay 50 cents a foot per night. Heck, if a tenant is gone long enough he might make a profit on his berth. Just joking, of course, but it sounds like the incentive program that ought to be copied elsewhere.

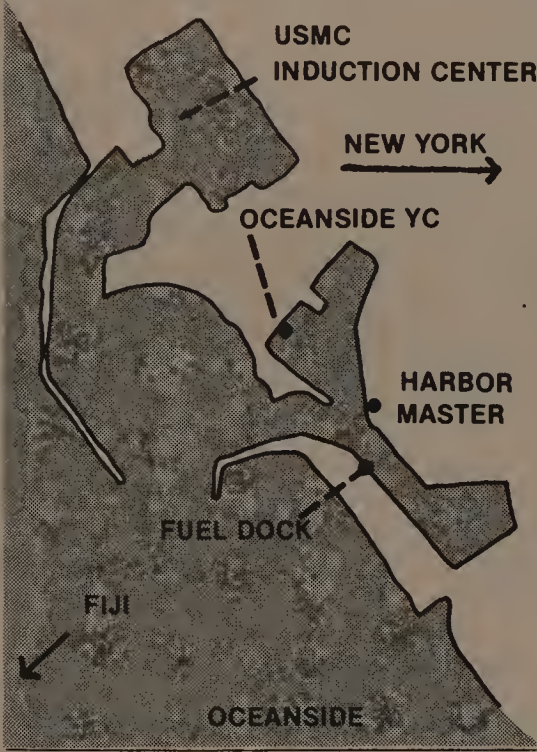
### Oceanside

Except for those intent on enlisting in the Marines, Oceanside is not exactly a 'destination' harbor. Most visitors to the 500-slip facility are on their way someplace else.

# SOUTHLAND SUMMER GUIDE

Oceanside, nonetheless, has two big things going for it; it's more tranquil than most Southern California harbors and you can always get a guest slip. There's nothing wrong with the beaches, either, and their lack of Huntington-style crowds.

Anchoring: Forget it. There's no sensible place to anchor outside the harbor and it's



both ill-advised and illegal within the harbor. Try it in adjacent Del Mar boat basin and you'll be taken directly to boot camp.

Berths: The Harbor Patrol at Oceanside reports, "We've never had to turn anybody away because there wasn't an open berth." That's particularly nice because Oceanside is more or less isolated between Mission Bay and Dana Point.

Guest slips are 45 cents per foot per night, for which you also get restrooms with showers. Food and services are within easy walking distance.

The Oceanside Harbor entrance has claimed a number of lives over the years, but it's normally docile in the summer. Furthermore, it's been dredged recently to a mid-channel depth of 27 feet.

## Dana Point

Anchorage: There's an anchorage inside the Dana Point Breakwater at the far west end. Usually there's plenty of room for visitors, but beware of the three-day weekends. You can tie your dinghy to the bulkhead to come ashore, although there are no specific restrooms for those at anchor. It's a pleasant walk to the stores and restaurants, one long enough to be beneficial to your cardio-vascular system.

Previously mariners were allowed to anchor inside the breakwater just to the south of the fuel dock. The Harbor Patrol tells us that this favorite ploy of ours is no longer permitted.

However, you may still anchor just outside the breakwater to the east. Depending on how the swell is running, it may or may not be rolly.

Berths: The Dana Point Harbormaster has about 70 berths available to transients at 40 cents a foot per night. It's strictly first-come, first-served. On summer weekends it's a bear getting a berth; mid-week, we're told, is not so bad. There are restrooms and showers, although the last time we stopped in, the showers were among the least attractive in the Southland.

There are several marinas in Dana Point, but they're usually full and don't set aside guest slips as such.

If you're a fan of Chart House restaurants, the one above the harbor at Dana Point has a much better view than the one at Oceanside. If you're a diver who just likes to watch, the Dana Pt. Marine Refuge is just over the breakwater to the west from the inside anchorage. Swimming and early morning surfing? Doheny, just south, has a gentle beach.

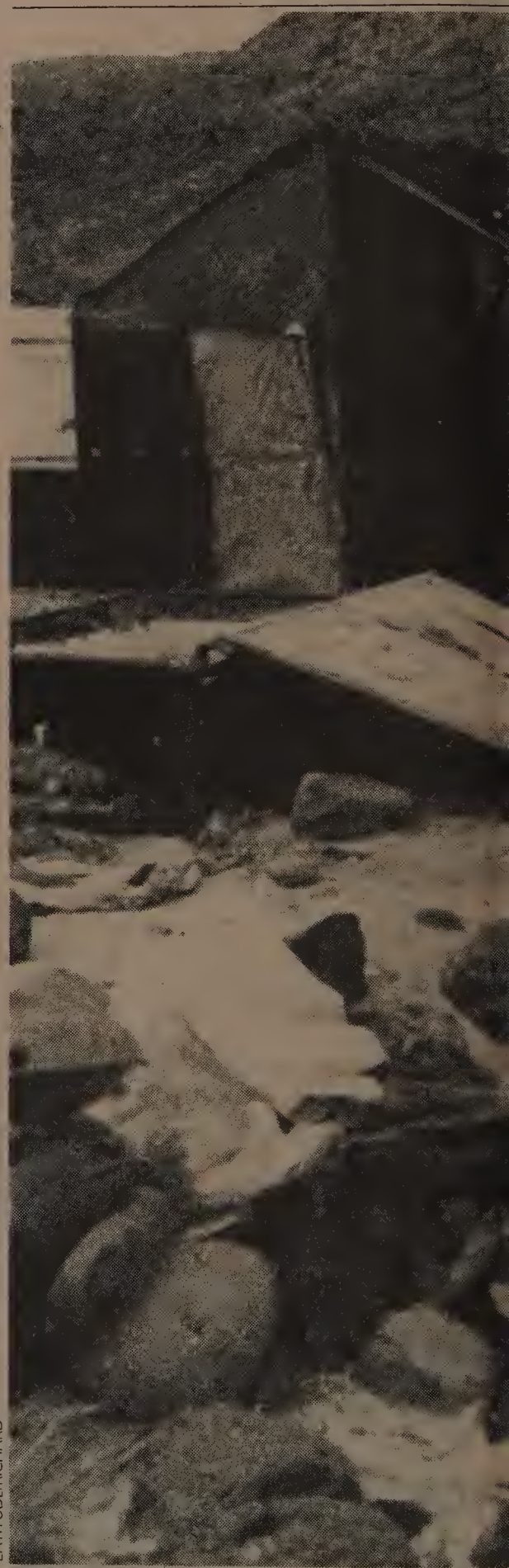
## Marina del Rey

Like San Diego, Marina del Rey is a great place to have friends from other parts of the country come and join you because it's just a \$5 cab fare from the airport. Ever try to have friends from Omaha try to meet you in Oxnard?

It's also a great base from which to 'do' Los Angeles. It's the same \$5 cab fare to the airport, from which you can catch frequent ground transportation to anywhere in Southern California. And don't forget your portable bike; there is a beachfront path all the way to Palos Verdes to the south and Santa Monica in the north.

There are plenty of places to eat, some of them god-awful, some of them terrific. And there's plenty of people to watch, some of them terrific also. As you might expect, all goods and services known to civilization are readily available, most at Admiralty Way and Mindinao.

Anchoring: You can drop your hook in the middle of the main channel anytime you want, but it will just be a matter of minutes before you'll be hit by another boat or dragged away by the Harbor Patrol.



LATTITUDE/RICHARD

The Harbormaster's Office at Marina del Rey is beginning to show its age. Smog is said to accelerate the process.



at 50 cents a foot per night. But they won't let you stay any longer than seven days. Like most places, the berths are on a first-come, first-served basis. During the middle of the week getting a guest berth is normally not a problem. During weekends it can get tight, particularly for larger boats. On the big holiday weekends you've got to arrive early or you'll be out of luck.

We know this is going to come as a tremendous disappointment to most of our readers, but boats over 100-ft in length or displacing more than 60 gross tons are not allowed the use of guest slips. When we asked why this is so, somebody mumbled something about the time Capt. Stubben showed up with the *Love Boat* and wanted a place to tie up.

No matter if you've got a 19-footer or a 99-footer, with your guest fees you get a the use of bathrooms and showers. Neither one of which, the last time we visited, did justice to the glossy international image of Marina del Rey.

If the Harbormaster has run out of berth space or if you're looking for longer than a seven day stay, call the Marina del Rey information number, (213) 305-9549, and get a list of all the private marinas that might accommodate you.

## Santa Barbara

Residents of this lovely but congested city are so confident of its status that they never stoop to quibble with San Diego's claim of

off in the distance. It's a great place to stroll, meet attractive singles, and enjoy small working harbor activities. But, it's a lousy place to go to the beach. There's no surf in the summer, the water is colder than the rest of Southern California, and tar naturally oozes up all over the place. Well, you can't have everything.

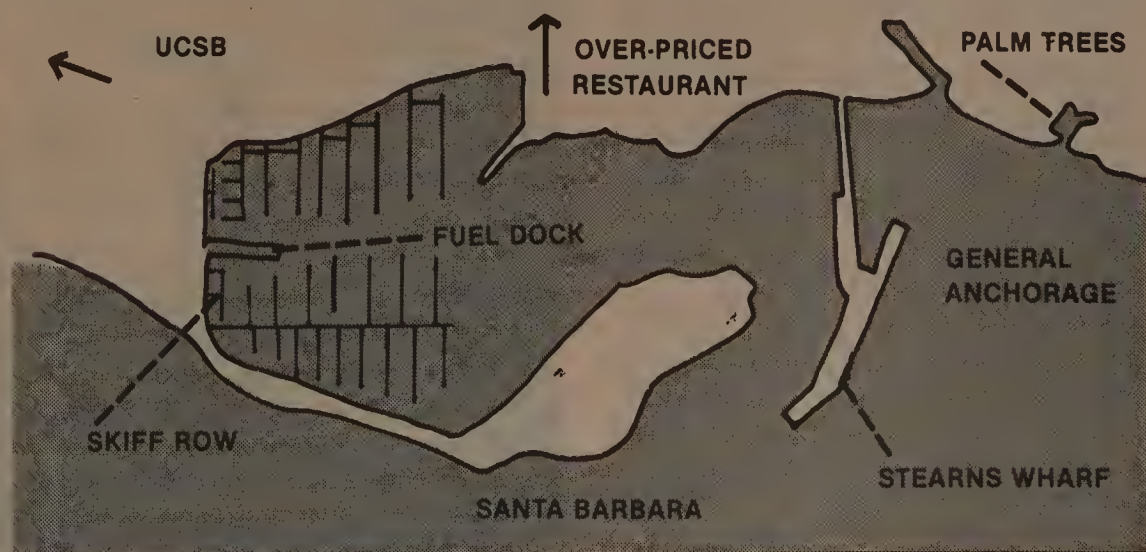
**Anchoring:** Mariners are allowed to anchor their boats to the east of Stearns Wharf. Sometimes it's roly, but not too often in the summer. It's best to bring your dinghy into 'Skiff Row' in front of the Harbormaster's Office, although they're not crazy about you leaving it there too long. A spokesperson for the Harbormaster's Office wants to remind everyone that boats using the general anchorage do so at their own risk.

**Berths:** One of the gateways to the Channel Islands as well as to the Southland, beautiful Santa Barbara is a popular destination. So while the Harbormaster can usually find you a slip during the week, weekends can be a little more difficult, especially for boats over 50-ft in length. Three day weekends? Plan on anchoring out.

There's a bit of a sliding scale for guest slips, with a 40-ft boat running 40 cents a foot per night. After 14 days, the rate doubles. If you leave for two weeks before returning, the rate drops down to 40 cents a foot again for the next 14 days.

Although we haven't seen them lately, we're told that Santa Barbara Harbor restroom and shower facilities are very good, and are cleaned every day.

Like most of Southern California, Santa Barbara usually endures the month of June



being 'America's Finest City'. "We're the 'World's Finest City'," explained one.

The view from Santa Barbara's marina is about as good as it gets; palm-lined streets in the foreground, the Santa Ynez mountains in the background and the Channel Islands

beneath a never-dispersing layer of gloomy fog. This June, however, was abnormally clear. With the traditional best months of July and August upon us, it may be one of the best Santa Barbara summers in years.

— latitude 38

**Berths:** The Harbormaster's Office has a good selection of guest berths near Basin H that they're delighted to rent out to transients

# THE 1987

“It wasn’t exactly the Indianapolis 500. Nothing flashy, no wild crashes, no tires flying into the stands. But it was good,



GERI CONSER

'Allegiance', an Andrews 39, won Class E, and the Spörleider Trophy for being the top boat in fleet.

cerebral racing.” That’s how naval architect Bob Smith summed up the seventh annual Long Beach Race Week, and we couldn’t have put it better.

It wasn’t a bad regatta, but it did seem like something was missing. Like half the fleet. Participation was way down, with only 35 IOR boats compared to 59 just two years ago.

And maybe the regatta seemed a little off because the overcast skies featured light winds and massive windshifts, the latter of which skewed starting lines and frequently turned final beats into reaches. Somehow it seemed appropriate that the Twisted Sisters pulled a no-show.

For whatever reasons, the June 4-7 Long Beach Race Week — which the race program billed as the “toast of the coast” — didn’t sparkle as in years past. Which is not to say that Long Beach YC didn’t do their usual knock-out job of hosting the regatta. They did. Race management was excellent and the evening hospitality . . . well, there was tons of free food, race videos and a different rock band each night.

Nonetheless, it’s hard to have a great regatta without a great turnout, and therein lay the primary problem. The culprit, we suppose, is IOR racing itself. It’s become so expensive that it may have committed

suicide. In worldwide ocean racer John Jourdane’s estimation, “. . . the IOR’s already got one foot in the grave; I’ll give it two more years, tops.”

To fill out the thinning ranks, the Long Beach YC also invited the maxi ultralight sleds and J/35’s, two distinctly un-IOR classes, to compete as one designs. Eight J/35’s accepted the offer, which brought the total number of boats in the regatta to 43. Six sled owners were poised to compete, but at the last moment all but Pat Farrah and *Blondie* bailed out. It was understandable, what with the Cal Cup just over and the important TransPac on the horizon.

One sled owner gave the excuse that he didn’t want to use up his new TransPac sails for Long Beach Race Week. High roller Pat Farrah, who belongs to the host club, did nothing to soil his reputation when he called the bluff and offered to purchase new sails on behalf of his colleague. As it ended up, *Blondie* was put into Class A, where she had about as much chance of winning as Donna Rice does of becoming the First Lady.

## Class A

It must be getting a little lonely at the top for “Happy Jack” James of Santa Barbara and *Jubilation*. This is the second year in a

row his Frers 54 has won Class A with straight firsts! The 3.5 year-old battle wagon, aka “The U.S. Mail Truck” (she does have generic red and blue stripes on her white hull) seems faster than ever with its new open transom. *Jubilation*’s 14-man crew, nine of whom are employed in the sailing industry, were, as usual, flawless. So was San Diego stinkpot peddler Ric McGrath, who drove the first race.

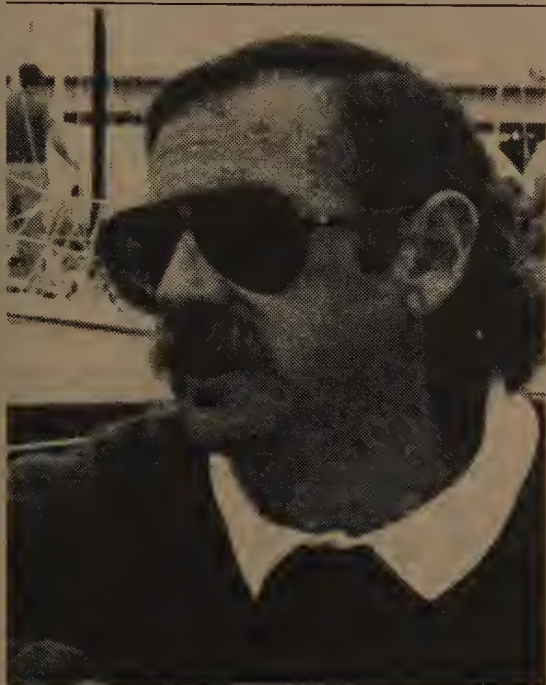
Then professional yacht racer Paul Cayard jetted into town from Europe to finish what McGrath started, rattling off three more bullets with apparent ease. Cayard’s string of first place finishes in Class A at Long Beach now extends to 11 — four on *Crazy Horse* in ’85, four on *Jubilation* last year, and the three this year. One has to wonder why Cayard didn’t drive *USA* in more of the America’s Cup trials.

Cayard was fresh from Cannes, France, \$25,000 richer after finishing a close second to Iain Murray in the \$100,000 Grundig Cup. How close? Try three seconds or \$25,000 per tick of the second hand. Immediately after the last race at Long Beach, Cayard took off for the Maxi Series in

Jack James’ *Jubilation* rattled off four bullets; one at the hands of Ric McGrath, and three at the hands of Paul Cayard.



# LONG BEACH RACE WEEK



ROB MOORE

Dave Ullman, 'Quintessence's' driver, claims she's the fastest IOR boat to its rating in the country.

Newport, Rhode Island, after which he flies to Italy for the 12 Meter Worlds. If there's a more sought-after sailor in the world today, we're not aware of him.

Far in back of *Jubilation's* wake was John Arens' venerable *Tomahawk*, with Baxter & Cicero sailmaker Hank Thayer at the wheel. The blue Frers 51 dominated Bill Twist's R/P 47, *Blade Runner*, yet took second by just a single point. *Blade Runner* had trouble

sailing to her TransPac rating (38.4; up 1.3 feet) around the buoys and was also hampered by constantly snagging kelp on the near vertical leading edge of her new "lambchop" elliptical keel.

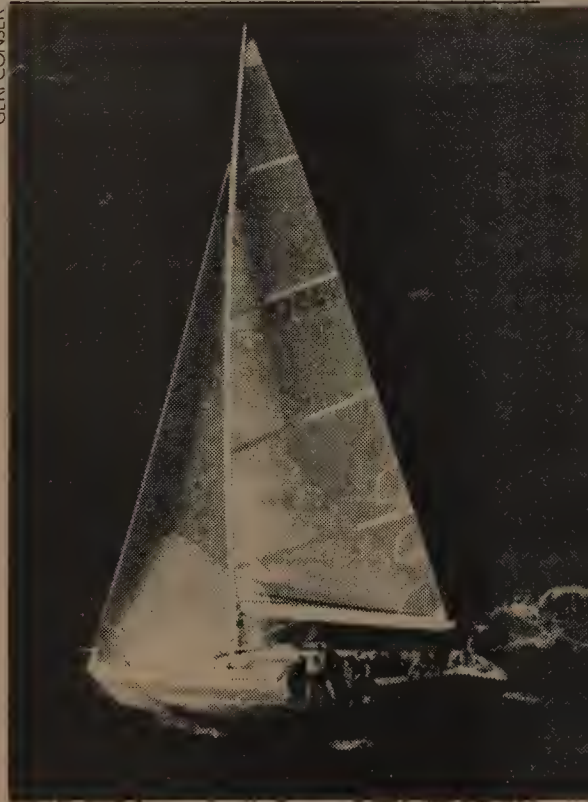
When not busy "flossing" their keel, the *Blade Runner* crew — which now includes a resident child psychologist — amused themselves by setting their spinnaker sideways. When first done by accident while leading the Wet Wednesday race the night before Race Week, it was thought so funny that it was left flying. It wasn't nearly as hysterical when it was hoisted sideways again at the first windward mark of the 'real thing'.

Ironically, the only time that *Blade Runner* beat *Tomahawk* was in the third race, after Twist had flown north to attend his son's graduation from high school. Sparmaker Dave Hulse was left in charge. His first act of leadership was to take the entire crew out of the rain and up to the bar for pre-race fizzes. Thusly inspired, the *Blades* drank beer throughout the race and then — miraculously — caught a huge 'Hail Mary' shift at the end of the day to finish second. Luck has a way of evening itself out however, and later that night one of the *Blades* was cited by the police for relieving himself on some plants.

## Class B

If the Reichel/Pugh design team had publicly traded stock, it would have doubled

GERI CONSER



Don Hughes' 'Quintessence' was a killer in Class B.

in value at Long Beach. While Jim Pugh was back East helping their 45-footer *Sidewinder* secure a berth on the Admiral's Cup team for Northern Californian Randy Short, John Reichel crewed on *Quintessence*, which did a number on Class B. The other R/P boats performed well at Race Week also: *Persephone* won Class C and *Skeddadle* finished a close second in the one ton division.

Originally intended as Randy Short's new *Sidewinder*, *Quintessence* was sold half-complete to Don Hughes of Santa Barbara. Hughes had it beautifully finished, right down to the full-on *Miami Vice* pastel paint job. The hull is a wide, low-freeboard European-looking affair sitting under a towering fractional rig with four spreaders plus jumpers. There are no hydraulics — they weigh too much and can break — and no amenities below. In short, *Quintessence* looks like an all-out act of aggression.

"It's the fastest IOR boat to its rating in the country today," was the modest claim of helmsman and sailmaker Dave Ullman. Having been sailing back East on *Blue Yankee*, this was more than idle talk. "*Quintessence* is even better than *Sidewinder*," Ullman continued. We're not sure how you compare boats that have never even seen each other, but who are we to

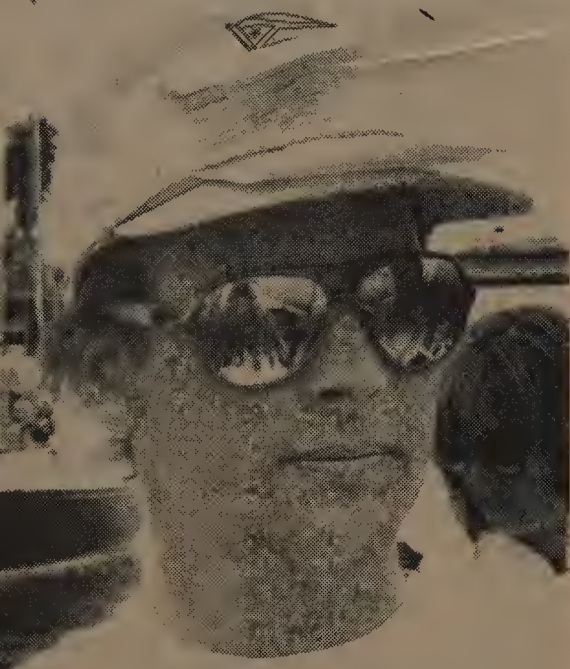


BILL INCH

# THE 1987

argue with Ullman? Especially when he took the lowest rating boat in the class and finished first in every race.

ROB MOORE



Dave Hulse, who drove Blade Runner, was relieved when the racing was over.

Taking second place honors was Jim Mizell's Smith 43 *High Risk*, with Dick Deaver driving. *Risk* seemed fastest when the wind came up, as it did near the end of the first race. But she couldn't get near *Quintessence* in the light stuff, which dominated the series. Halfway through the series, Deaver recut their heavy #1, which was deemed too flat for the lumpy Long Beach going. But it was a case of too little, too late. Nonetheless, *High Risk* has been pretty fast lately, and with the addition of the ubiquitous Paul Cayard, should be a strong opponent for the Balboa YC's *Roller* in the July 18th San Francisco Perpetual Trophy Race.

Rounding out tiny Class B were the "blue boats"; the Frers 43 twins *Deborah* and *Shockwave* and the N/M 43 *Eclipse*. *Deborah* got the best of *Shockwave* for the first time we can remember, which may have accounted for the normally boisterous *Shockwave* gang's subdued behavior. Or maybe owner Cavalli, driver Grillon, and the *Shockwave*'ers were too busy trying to figure out what went wrong with their boat's recent keel surgery to maintain the party animal image. The three-foot-high deck speakers were never turned up more than halfway, there were no more "white stretch limos, and the

Twisted Sisters were missing in action. Everyone hopes *Shockwave* gets well soon.

## Class C

Jack Woodhull and Ben Mitchell, Jr., (in 'real life' the latter is an attorney for the former's company) took first in this division with their R/P 42 *Persephone*. This despite winning only one race.

An exciting division, after two races three boats — *Persephone* and the Andrews (42) Sisters, *Roller* and *Free Enterprise* — were virtually tied. These boats, plus *It's OK*, sailed around the course side by side for four races, all of which were won or lost on the final beat. In the last race, five boats corrected out within 58 seconds of each other. That's fine racing.

Steve Franta's Andrews 42 *Roller*, with Steve Reed and Rich Matzinger alternating as drivers, actually won two races, but wasn't consistent enough to win overall. They survived a protest in the first race for rounding a mark too close to *Revenge* — it was disallowed — only to see their series slip away with a fifth in the flukey southeasterly of the third race. They rebounded to win the final race, and in so doing narrowly nipped Dick Ettinger's *Free Enterprise* for second in class for the series. Designer Alan Andrews, whose stock also crept up during the week,



co-drove *Free Enterprise*, a slightly more powerful and tippler sistership.

The rest of the class might as well not have shown up, although the N/M 41 *Revenge* and the Schock 41 *Snidely Whiplash* had a private down-to-the-wire battle in the second tier. Both boats are under new management and their new owners and crews are still making adjustments. The newly buffed up *Revenge* needs a little more breeze to perform well, but *Snidely Whiplash*, a former



# 1987 LONG BEACH RACE WEEK



TIM WEATHERSPOON

Great Lakes boat, did finish the series on an up note with a third in class.

## Class D

Last year, five one tonners came down from San Francisco to challenge seven one tonners from Southern California. The North got clobbered.

Above, Class A action. Below, J/35's had the distinction of being the first one-design invited to Long Beach Race Week.

Not so this year, as Irv Loube's North American One Ton champ *Coyote*, with Soling world champion John Kostecki steering, won the seven-boat one ton division. She beat another Northern California entry, the Lee Otterson/Ray Pingree team on their R/P One Ton *Skedaddle* by just 3/4's of a point. Finishing in third was John MacLaurin's Davidson One ton *Pendragon III* with Kimo Worthington driving. *Jazz* and *White Knight* were always nearby, but were marginally off the pace.

The regatta ended on a weird note for Class D, all because of a new but unevenly enforced new Long Beach Race Week policy of having a limit on crew weight as opposed to a limit on the number of crew. The idea is to eliminate the liability presented by small crewmembers and women.

As part of the post race inspection process, crews were supposed to be weighed to see that they didn't exceed the requisite limit for each boat. Because of her rating, *Coyote's* ten man crew was allowed a total of 1,889 pounds, an average of 189 per person. Whether they would have 'made their weight' will never be known, because somebody forgot to bring the scale when the boat was inspected after the first race.

The team on second place *Skedaddle* figured there was no way the *Coyote* crew

could fit within that envelope, equipped as she was with three jumbo-size crew, two of whom are known as 'Buddha'. The *Skedaddle*

ROB MOORE



John Reichel weighs in at the crew inspection.

*dle* crew waited until the final day to protest, but when *Coyote* pulled up to the inspection dock, her crew had dispersed over much of Southern California. Thus the race committee was deprived of the opportunity of weighing their collective bulk.

Allowing *Coyote's* victory to stand didn't sit well with *Skedaddle's* Pingree, who asked rhetorically, "What's the point of having rules if you're not going to enforce them?" The controversy between the two boats has its roots in a previous ocean race in Northern California, where there normally is no crew limitation. *Coyote* had sought to have *Skedaddle* denied a victory for having too many crew.

The dispute overshadowed *Skedaddle's* two daily firsts and close second overall, a nice showing for owner Lee Otterson's first regatta on his boat. A past winner of Long Beach Race Week with his N/M 41 *Clockwork*, Otterson has owned his new boat for about a year but hasn't been able to race on it because of health reasons. The boat's next stop is San Diego, where the designers will tinker with it in an attempt to improve downwind speed.

## Class E

*Allegiance*, the one tonner that put Alan



BILL INCH

# LONG BEACH RACE WEEK

Andrews on the map when she finished second to *Divia* in the '84 SORC, made mincemeat out of the small boat IOR class. Owners Mike Wooten and Al Davis and driver Hank Schofield really didn't have much competition, although they were beaten by their old boat, the eleven-year-old CF 37 *Bingo*, in the last race. *Bingo*, which used to be builder Dennis Choate's personal yacht, was the oldest boat in the fleet — so old that owner Bert Gardner proudly flies a battleflag with a dinosaur on it. *Bingo* improved on her third place finish last year by ending up second in class, proving once again that well-maintained and intelligently sailed older boats still stand a chance.

In the process of walking all over Class E, *Allegiance* also won the Sporleder Perpetual overall trophy for the top boat in the fleet, edging *Bingo* and *Quintessence* for the honor. *Allegiance* did have a number of things going in her favor. Starting last among the IOR boats was a big advantage as the wind usually had filled, and often times the lasts beats turned into fetches or reaches. Also, being the big boat in their class allowed *Allegiance* to sail in clear air the whole time — hitting laylines, making less tacks, and generally just sailing against the clock instead of other boats. This is not to detract from the boat and crew's fine performance. In fact it should be carefully noted that her owners tried to take a penalty to race in Class D but were turned down by the race committee.

## J/35 Class

The brothers Jorgensen, Tom and Doug, won two races with their quick J/35 *Diablo* and ended up finishing comfortably ahead of the second place boat, John Stea's *Mirage* in Long Beach Race Week's first ever one-design racing. Sailmaker Billy Peterson, who recently defected from Sobstad to North, helped out the Jorgensens, although with that class' owner-driver rule, the contribution of hotshots is somewhat diminished. Actually, the owner-driver rule — which requires the owner to drive the start and at least the first and last legs — combined with the five sail limit and other restrictions pertaining to the leaving cushions, stoves, and other gear onboard, may help explain the popularity of this class.

The Bill Rosenberg/Cliff Stagg team on Sobstad Race Week Winner *Raging Rosy* would have finished near the top had they not been DSQ'ed from the first race — which they would have won — for dropping their spinnaker on *Kix* at the leeward mark. Apparently, the protest hearing was so exciting that it literally put one of the judges to sleep.

While the class protests may have been

head-nodders, the one-design action on the course was anything but boring, with good starts and clean air — the majority of J's had to pick their way through Class E each day — the major ingredients to success. Nonetheless, one J/35 skipper voiced the opinion that the courses were too long, that 1.5 mile legs were more appropriate than three mile legs. He also suggested that two shorter races a day would work better than one long one. If Long Beach fields a small boat field again next year, both of these

suggestions have a lot of merit.

Despite this year's drop in attendance, the camaraderie was excellent, especially at the awards ceremony sponsored by Cook's Champagne. As that final party continued into the night, people started to find themselves in the swimming pool, reminding veterans of the Long Beach Race Weeks of the not-too-distant past.

Mostly though, this year's Race Week resembled a wet firecracker — it fizzled and sputtered, but never exploded. Wait 'til next year!

## 1987 LONG BEACH RACE WEEK RESULTS

Place	Boat Name	Points	Boat Type	Skipper/Owner	Yacht Club
<b>Class A</b>					
1	<i>Jubilation</i>	3	Frers 54	Jack James	SBYC
2	<i>Tomahawk</i>	10	Frers 51	John Arens	BYC
3	<i>Blade Runner</i>	11	Reichel/Pugh 47	Bill Twist	StFYC
4	<i>Camouflage</i>	19	Frers 45	Al Schultz	BSSA
5	<i>Travieso</i>	20	Nelson/Marek 44	Ron Kuntz	OYC
6	<i>Amante</i>	22	Choate 48	Mel & Bud Richley	BYC/LIYC
7	<i>Blondie</i>	26	Santa Cruz 70	Pat Farrah	LBYC
8	<i>Black Silver</i>	32	Farr/Steiner 58	S. Steiner/A. Adams	LBYC
<b>Class B</b>					
1	<i>Quintessence</i>	3	Reichel/Pugh 42	Don Hughes	SBYC
2	<i>High Risk</i>	10	Smith 43	Jim Mizell	StFYC
3	<i>Deborah</i>	13	Frers 43	Bob Moore	BYC
4	<i>Shockwave</i>	14	Frers 43	Richard Cavalli	SMYC
5	<i>Eclipse</i>	20	Nelson/Marek 43	Bannasch & Crouch	SDYC
<b>Class C</b>					
1	<i>Persephone</i>	6.75	Reichel/Pugh 42	John Woodhuil	CYC
2	<i>Roller</i>	9.5	Andrews 42	Steven E. Franta	BYC
3	<i>Free Enterprise</i>	10.25	Andrews 42	Richard Ettlinger	NHYC
4	<i>ITS OK</i>	16.5	Reichel/Pugh 42	Lewis Berry	BYC
5	<i>Revenge</i>	19	Nelson/Marek 41	Wayne Hanson	CorYC
6	<i>Snidely Whiplash</i>	21	Schock 41	Robert Doose	OYC
7	<i>Conquest</i>	29	Serendipity 43	Art Moreno	CBYC
8	<i>Medicine Man</i>	32	Choate 42	Bob Lane	LBYC
<b>Class D</b>					
1	<i>Coyote</i>	8.75	Beneteau 1-Ton	Irv Loube	StFYC
2	<i>Skedaddle</i>	9.5	Reichel/Pugh 1-Ton	Lee Otterson	San Francisco
3	<i>Pendragon III</i>	10.75	Davidson 40	John MacLaurin	CYC
4	<i>Jazz</i>	17	Beneteau 1-Ton	Rod Park	Richmond YC
5	<i>White Knight</i>	18	Farr 40	Phil Friedman	DRYC
6	<i>Passion 2</i>	21	Briand 39	Peter Tong	LBYC
7	<i>Highland Fling</i>	26	Dubois 40	Oscar Krinsky	ABYC
<b>Class E</b>					
1	<i>Allegiance</i>	4.25	Andrews 39	Wooten/Davis/Schofield	LBYC
2	<i>Bingo</i>	7.75	CF 37	Bert Gardner	LBYC
3	<i>Astra</i>	12	Sciomachen 38	Caprioglio/Corte	SDYC
4	<i>Chicken Lips</i>	18	Aircraft 36	Bruce Anderson	SYC
5	<i>Salsa</i>	20	Frers 36	Leonard Nadler	DRYC
6	<i>Crackerjack</i>	22	Nelson/Marek 36	Mike Busch	SDYC
<b>J/35 Class</b>					
1	<i>Diablo</i>	7.5	J/35	Tom & Doug Jorgensen	LAYC
2	<i>Mirage</i>	10.75	J/35	John S. Stea	LBYC
3	<i>Kix</i>	15	J/35	Jim Haskell	LAYC
4	<i>Raging Rosy</i>	17	J/35	Bill Rosenberg	CIYC
5	<i>Still Smokin'</i>	19.75	J/35	Don Trask	StFYC
6	<i>Tatiana</i>	26	J/35	William Seleznoff	LBYC
7	<i>Bravado</i>	26	J/35	Gary Chandler	SSYC
8	<i>Equanimity</i>	28	J/35	Randy Paul	SCYC
9	<i>Wind Sprint</i>	31	J/35	Stampley & Tatum	LBYC



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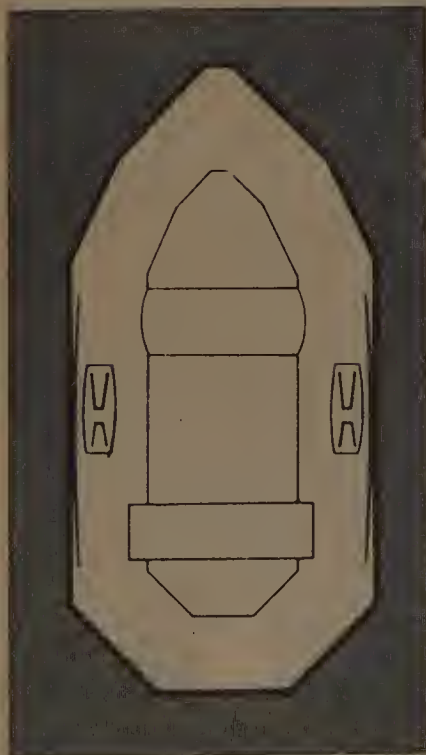
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# MARC'S MEXICAN

**N**oted sailor and adventurer Tristan Jones has written that some of man's greatest adventures take place in hospitals. Marc Hightower, originally of Toyon Bay, Catalina, would no doubt agree with Tristan.

For it was only a few months ago that Marc — who several years before had sailed to La Paz aboard his *Montgomery 17*, *Freebird* — was stricken with appendicitis while crewing aboard the schooner *Elias Mann*.

Appendicitis, of course, is one of the great fears of all sailors. For without immediate medical attention, a ruptured appendix can quickly lead to death. As Marc learned, even when medical attention is available it can still be touch and go, especially with a slow diagnosis.

Medical care in Mexico? A number of cruising women have had babies there, and others say the medical care, while lacking sophisticated equipment, is quite adequate. It is very expensive. By the same token, several yachtsmen have died in Mexico from heart attacks they might have survived with the more advanced care in the United States. The risk of infection is almost always much greater in Mexico.

There are private med-vac firms that will fly into Mexico with specially equipped Lear jets. The service usually costs several thousand dollars, but in the right circumstances may be a bargain.

road from the hotel to town. When we arrived I was in such extreme pain that I couldn't move. Kevin and Mike carried me into the doctor's office while the taxi driver knocked on the door and explained the situation. The doctor told us he had a patient and asked if I minded waiting.

I would have preferred death to the pain I began to feel after half an hour of waiting, so I crawled over and banged on the door. I begged the doctor to have a look at me immediately. The other patient was an American sympathetic to my dilemma; he said he would wait.

The doctor then poked and prodded me. Finally he just injected me with a painkiller and sent me back out to the waiting room

**C**aptain Kevo, "Ice Man" Mike and I were down in Cabo San Lucas doing a charter for a convention of divorce lawyers on the schooner *Elias Mann* when my Mexican medical ordeal began.

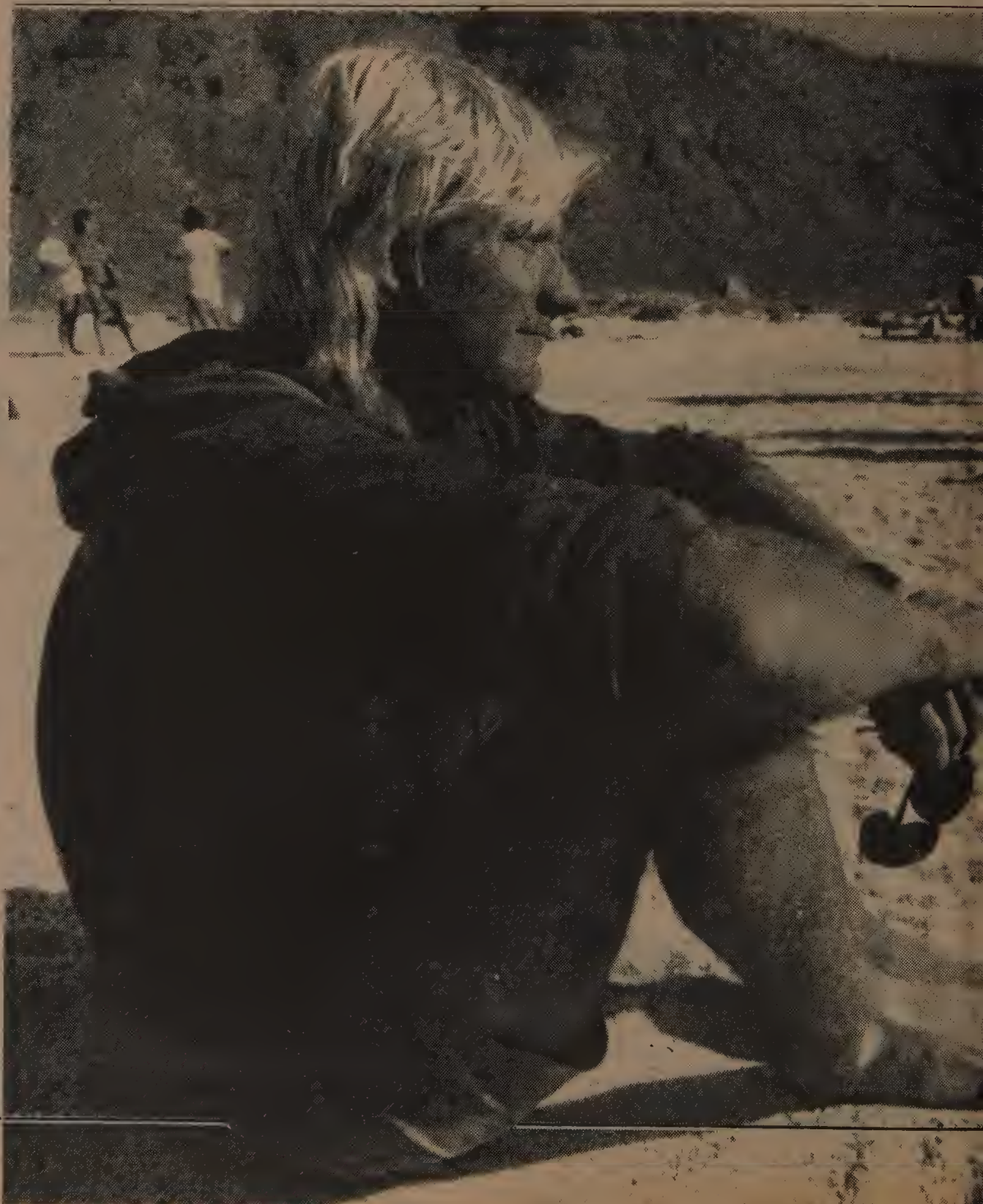
It started out as a stomach cramp in the morning. I thought it might have been something I ate. I skipped lunch and fussed about the ship preparing for the sail that afternoon. By the time all the guests were onboard and we were setting sail, my condition had greatly worsened. I'd just finished raising the mainsail when I informed the captain that I was feeling very sick and needed to lay down. He relieved me of my duties and I went down into the aft cabin to rest.

As the afternoon wore on, I was ready to beg the captain to turn the boat around so I could get to a doctor. It's a rarity for me to ask to be taken to a doctor; either I don't go or I wait until the last possible minute.

It seemed like an eternity before we got anchored in Santa Maria Cove, which is next to the Hotel Twin Dolphin, site of the lawyer convention. But I don't think anyone realized how much pain I was in. As I lay curled up on the side deck waiting to be taken ashore, my shipmate/bartender Mike, offered everyone free shots of tequila. If I had been capable I would have dove over the side and swam ashore.

By the time I finally made it to shore, I was unable to walk. Fortunately, one of our guests, a very lovely female lawyer, helped me walk up to the hotel. We weren't sure what to do, so we asked the hotel if they knew a good doctor. They recommended a doctor way back in Cabo San Lucas across the street from the Mar de Cortez.

My two shipmates and I got into a cab and headed into Cabo. I felt every bump on the



# MEDICAL ADVENTURE

until he could finish with his first patient. The pain was so horrible before the drug took effect that even now I find it difficult to write about. I sat on the floor with my head and shoulders on a chair, wishing I could pass out. I wished my shipmates or somebody were around to help me, but they had left for dinner.

Finally the doctor came out and announced he was ready to see me. By this time the painkiller had begun to kick in and I found I could stand on my own. He poked and prodded some more before announcing that either I had hepatitis, amoebas or appendicitis. He couldn't decide which so he

wrote me a prescription for some pain killers, took my \$10.00, and told me to come back in the morning.

I went to the restaurant where my shipmates were dining and told them what the doctor had said. Fearing that I had hepatitis, they suggested that I get some rest. Being the jokers they are, they told me that the pretty lawyer who had helped me to the hotel had said I could stay in her room. So I grabbed a cab back to the Twin Dolphin where I found everybody in the dining room having dinner. I then made a fool out of myself by asking her for the key to her room. I've since vowed to fill my shipmates' pillows with cactus needles for that prank. Fortunately, one of the other guests knew how to operate *Elias Mann's* tender and gave me a ride out to the ship.

I spent the night sitting on the foredeck hugging a jib bag, the only position I could sleep in without a lot of pain. *Elias* was to head back to La Paz the next evening, but I knew I was in no condition to sail with them. So the next day I told the captain I would go see the doctor, get a hotel room, and meet them in La Paz in a few days.

After a second brief examination, the doctor in Cabo told me he was sure I had amoebas. He wrote me a prescription and told me that after taking the pills for ten days I'd be a new man.

After changing some money and getting my prescription filled, I checked into the cheapest hotel in town and lay down to get some rest. But then the agony started all over again. The pain gradually increased and nothing I did helped. Thinking it was amoebas I tried to shit, but couldn't. I started eating the painkillers like candy but even that didn't help. I realized that if I didn't do something right then I'd probably die in a cheap hotel in Mexico.

All I could think of was trying to make it to a hospital before I blacked out. I grabbed my passport, money and the medicine and crawled out of the room. I couldn't even close the door and didn't give a shit about the rest of my things.

I couldn't help but think that this was just like the scenes you see in the movies where they put the camera out of focus and move it around. I was in that of bad shape. (I've since gone back to that hotel in Cabo and couldn't help but shudder just looking at the corner of the staircase where I lay in a near-dead heap). I did make it down the hall and part way down the staircase to the lobby before collapsing into a corner. "A yudame!"

I called out, which is Spanish for "Help me!"

The girl at the desk called a taxi, and when it arrived two Americans staying at the hotel helped set me inside. It hurt too much to lay down so I slumped over the front seat and asked several hundred times how much farther was it to the hospital. Cabo San Lucas doesn't have a hospital, but they do have a

He poked and prodded some more before announcing I either had hepatitis, amoebas or appendicitis. He couldn't decide which, so he wrote me a prescription for painkillers.

clinic. Once at the clinic, the taxi driver helped me into the examining room and propped me up against a table. Despite the terrible pain I was feeling, I couldn't help but break out in laughter when the nurse told me to climb up on the examination table.

They must have thought I was a difficult patient because once they got me on the table I didn't want to pull my knees away from my chin. But I couldn't help it, the pain was too great. They finally got me partially straightened out and all I could do was keep asking for something for the pain. But they wouldn't give me anything until the doctor had a chance to look at me.

The doctor came in and after some preliminaries rapped against my stomach as though it were a door. Speaking in Spanish, he told the nurse that it was my appendix, and since my stomach muscles were as strong as wood I would die if they didn't operate within three hours. He then sat down and in the best medical tradition fired



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up a cigarette and began arguing with the nurse whether I would die before they could get me to La Paz. Perhaps it was rude, but at that point I interrupted. I told the doctor that I spoke fluent Spanish and that after an announcement like that shouldn't I be the one smoking a cigarette? And perhaps getting a blindfold, too?

Finally they gave me a shot for the pain.

In the best  
medical tradition,  
the doctor fired  
up a cigarette and  
began arguing with  
the nurse whether  
I'd die before I  
could get to La Paz.

I'm not sure what it was, but the whole world seemed a lot rosier when it took effect. I still hurt, but I didn't care. A vague semblance of an ambulance finally showed up and a couple of stretcher bearers took me away. The stretcher didn't have legs or wheels, so while the ambulance driver and his assistant held the stretcher, the nurse asked me to climb onto it. Maybe it was the drugs or the strange situation, but it seemed such a ridiculous request that I just burst out laughing again. I figured I'd just lie right where I was and in a few hours I'd be dead. There was no way I could have climbed on that stretcher.

Eventually the ambulance crew got me on the stretcher by pulling the sheet over with me on it. They loaded me into the ambulance — which was nothing more than a pickup with a camper shell — with the sensitivity reserved for a load of lumber. I couldn't help but notice my I.V. bottle was hanging from the camper shell by a rusty coat hanger. There was only one stop on our 25-mile rush to the little hospital in San Jose del Cabo; we had to pick up a nurse from her home.

Luck was on my side because there actually was a surgeon in San Jose del Cabo who could do the operation. It also turned out there was a group of American doctors in San Jose del Cabo at the time, making a

goodwill tour. The hospital staff wanted these doctors to do the surgery but they were out to dinner and couldn't be found. I was told I could wait if I preferred an American doctor; I replied that I didn't care what nationality the doctor was, I just wanted my appendix out.

They were very concerned because I had arrived alone and kept asking if there wasn't someone they should inform. I told them about *Elias Mann* and the hospital went to great lengths to notify my friends of the situation. They called the Hotel Hacienda which has a radio for communication with their sportsfishing boats and convinced them it was an emergency, so the Hacienda got a message to *Elias Mann*.

One of the big differences between Mexican and American hospitals is that in Mexico a lot of the patient care is handled by the patient's family. Blankets, pillows, books, any form of entertainment and a good portion of the food is the patient's family's responsibility. There is only a small stock of basic medicines in a Mexican hospital. The doctor will write a prescription, the family goes out and buys it, then they bring it back to the hospital for the nurses to administer to the patient.

In my case — since I was alone — this meant an additional burden on the hospital. The doctor who performed my surgery, Dr. Rafael Hernandez, and four of the most beautiful interns in all of Mexico took turns seeing to my needs. Later the doctor even drove to Cabo San Lucas to get my things out of my hotel room. The four female interns are especially dear to me. After the operation they would visit with me, bring me flowers, and they even loaned me a cassette player and some tapes so I would have music to listen to. One even loaned me her electric fan when the heat started having a bad effect on me. All the nurses were the same; they would sit with me when they weren't busy and enjoyed hearing stories of my travels. I know I'm rambling on here, but it's easy to do when you understand how kind these people were to me.

In any event, the American doctors never showed and the clock was running down fast. So Dr. Hernandez decided he'd have to perform the surgery himself. I am, however, greatly indebted to those American doctors, for it was their goodwill that helped make me so welcome there.

The little hospital at San Jose del Cabo

doesn't have much in modern medical equipment. I was not wheeled into surgery with tubes and wires coming out of my body and hooked up to machines with hard to pronounce names. Instead of some fancy oscilloscope keeping tabs on my heartbeat like you see on television, one of the nurses used a plain old stethoscope. The anesthesiologist gave me his magic through an I.V. in my arm. The operating table? It was nothing more than a guernsey with boards stuck under the mattress on each side to which my arms were lashed. I felt like Jesus Christ.

I was particularly amazed with the anesthesiologist. At this point I didn't know my appendix had ruptured and I thought I'd be on my way home in a few days. So I told him to knock me out and wake me in a couple of days when it was all over. He replied that I would be awake and talking during the whole operation! I didn't care for this plan at first, but then he gave me a 'spinal'. When that cut in, I could feel them cutting into my body and their hands moving around in my guts; but no pain at all.

In fact, we chatted all during the operation about what it was like to sail around the Sea of Cortez in my 17-foot boat. As the operation was being performed, I discovered that I knew the anesthesiologist's cousin in Guaymas real well. He's a foreman in one of the major shipyards where I had done the negotiating for haulouts and helped work on several boats. The anesthesiologist also told me he used to work in the shipyard scraping and painting the hulls of the shrimp boats, but he didn't like the work so he became a doctor instead.

The doctor doing the surgery was the son of a fisherman. He got seasick a lot, so he decided he'd be better off as a surgeon than a fisherman.

Whenever I began to feel a little nauseous, I'd tell the anesthesiologist and he would take care of it right away. One time I drifted off to sleep for a bit. When I awoke everyone was staring at me with concerned looks. I guess they were worried I might have gotten a little bit too much magic. But then they went right back to their chores.

Actually it was quite a party in my room that night. Besides the doctor and anesthesiologist, there were four interns and a couple of nurses. The doctor kept saying that the interns were his daughters, but as it

turns out, after going to school in Mexico City doctors and nurses do a one year internship somewhere in Mexico at which time they generally live at the hospital where they are serving their internship. Most hospitals have small apartments for this purpose. The hospital at San Jose del Cabo only had four rooms and an operating room.

After surgery I felt pretty chipper and invited the interns to go dancing at the local disco. The doctor thought it would be better if I rested, so they wheeled me off to a room instead. Again there was trouble getting me from the stretcher to the bed, for I was unable to climb over on my own. So those four angels of mercy gently lifted me from the stretcher to my bed. I remember in particular Margarita's hands supporting my head; if she'd have never removed her hands I'd have slept a happy man. But as the painkillers started wearing off, sleep became difficult.

I remember waking to a vision of an Indian woman standing next to my bed wearing a white pancho and a white dress telling me in Spanish to rest easy and that everything would be alright. When I awoke in the morning I found out she was a real nurse. Nonetheless, I always seemed to feel a special comfort whenever she was in the room with me.

My first morning in the hospital my doctor returned with two of the visiting American doctors to show off his handiwork. When he removed the dressing I expected to see a nice neat row of stitches where they had removed my appendix. To my horror there was just a huge gaping hole. I must have looked pretty shocked because the American doctor reassured me that everything was all right and that was the proper way for the surgery to be done. Not quite convinced, I kept asking if it should be sewn up. And if not then, when? But apparently it's standard procedure to leave the hole open to let the poison drain out. I guess part of my anxiety was caused by having my insides exposed through the wide open door to the outside where curiosity seekers were staring at the *gringo* in the bed.

The hospital was layed out similar to a hotel. Upon entering there was a reception desk and nurses' station, with a wing in each direction. To the right was the operating

room and two recovery rooms; to the left were two more rooms and the kitchens. There was an outside covered walkway leading to the rooms which was another major cause of concern. My intestines lay wide open to all the dust, insects, flies and other foreign matter floating about. Not exactly your sterile American-style hospital. There was, however, the ever-present scent of ammonia in the air to remind me where I was.

My room was about 15x15 feet with two beds, a night table and a painting of the Virgin Mary on the wall. No more, no less. Next door behind a thin wall was the janitor's closet. Every night he would stack all the pails, mops and other implements of his profession, exercising extreme care to place the items he would need first at the very bottom. This meant that when he came to retrieve them at 6 a.m. the next morning, the entire collection of noisemakers would come crashing down, serving as my wake-up call.

Outside my room was the walkway with which I became very intimate, for this was the extent of my world for what seemed like an eternity. It measured 2.5 paces wide by 32 paces long. It was actually five days before I was able to leave my room, but once I could, I would walk to the end of the hospital with my buddy, the IV rack with wheels. At the end of my walk I could catch a glimpse of the ocean. Once convinced it was still there, I would return to my room. Often there was a tailwind and my hospital gown would flap open. In the heat of the day this was quite refreshing. But when I went past the nurses' station, one of them would come running out, tape in hand, so I wouldn't flash all the pregnant women as I went past the maternity ward.

Captain Kevo and "Ice Man" Mike, after hearing of my plight, had put in at Punta Palmilla and caught a bus to San Jose del Cabo to see how I was fairing. They were amazed when they came into my room to find it full of Americans. The American doctors and their families had come in to visit and it looked like quite a party. But the thing I learned about being in a hospital is that it's, really nice to have visitors, but very tiring. Only one other time did I have visitors and that was when June Ann and Jim off *Nimbus* drove down from La Paz to see for themselves that I was doing alright. I also received several phone calls from Patricia, the Mexican lady who runs the *palapa* by the dinghy beach where a lot of yachties hang out. It meant a lot to me to see and hear from these friends, because it gets very

lonely in an isolated Mexican hospital.

I spent the first couple of days trying to adjust to my new surroundings. I was too weak to get out of bed so I had to use a stainless steel bedpan. The doctor and nurse must have thought I was nuts because when they brought it in I burst out laughing. Actually, what I was laughing about was the irony of it all. A couple of days earlier I could practically singlehand a 68-foot schooner; now I couldn't even get out of bed to take a piss.

It was several days before I was able to eat anything. Apparently I had to wait till I started farting to be sure my intestines were functioning. My first dinner was a meal of Jello and apple juice. Unfortunately, my system rejected it and when the nurse came into check on me I informed her I was going to be sick. She tried holding a kidney shaped bowl under my chin for me to barf in, but what came up was much more than the bowl

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could handle. I don't know where it all came from, but it seemed like gallons. The poor nurse stood there with the bowl overflowing down the front of her uniform. It had anything Linda Blair has done beat, hands down.

Just as on a long passage, after a few days everything started to get routine. The day would start with the janitor's pail clanging at 6 a.m. A short while later would be the nurses change of shift when the night nurse would go over my charts with the day nurse. Later the day nurse would come back and shove a thermometer under my armpit, take

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my pulse and blood pressure. They would usually chat with me a little and if I was ever depressed they would do their best to cheer me up. I always thought you took someone's temperature by putting it under their tongue. But after having it under my armpit, I'm glad they didn't.

Breakfast usually came about 9:00, but you couldn't set your watch by it. About this time a doctor would come by with the interns and student nurses to discuss my condition. They would ask all kinds of questions, which I'm sure I answered incorrectly. Although I'm fluent in Spanish, I don't understand medical terms; they would give me some funny looks to my answers. With a full belly I could generally sleep the morning away until they came in for my daily torture.

Twice a day they would change my bandages and clean my wound. I would break out in a cold sweat every time they wheeled in the cart laden with their implements of torture. To begin with, the tape they used had very good adhesion. Being a hairy person, it was extremely painful when they removed the bandages. They would follow up with iodine soaked gauze and give my wound a very thorough scrubbing. It was always a great relief when they would tape on a new bandage and wrap me back up.

I spent a great deal of time reading. I was averaging a 500-page novel every two days. I was limited to the books the hospital personnel had but was very thankful for that, for being in Mexico, English books are hard to come by and being bedridden even harder. I'm sure it was a mistake, however, to read *Coma* while I was recuperating.

I would try to take a walk a couple of times a day but this was very exhausting business and I would usually sleep right after. It was also very painful to get out of bed. A healthy person cannot appreciate the amount of effort and pain it takes for a patient to get out of bed. I would wait until the last possible minute to go to the bathroom or do anything that required getting out of bed. It would take 15 to 20 minutes to get from lying down to standing next to the bed. Muscles I've known my entire life refused to work, and if I made a wrong move I paid for it dearly with pain. I longed for a day when nothing would hurt. They never gave me pain killers that I remember; if they did, they didn't work.

Getting to the bathroom with an IV plugged into my arm was a feat in itself. Almost all the equipment in the hospital was surplus from the United States. A lot of it had "Property of Santa Barbara County" stenciled on it, which made me homesick. The IV rack with wheels was a little high to go through the doorway to the bathroom, so to

get through I would have to tilt it over, and pass through, and then stand it upright on the other side. It's not as easy as it sounds when you can just barely stand up on your own.

Bathing was another ordeal I would undertake only when I felt particularly strong. Again this is something that the patient's family is expected to take care of. Although there was a shower, it's up to the patient to use it. Due to the nature of my injury, I required sponge baths. Try as I might to get one of the nurses or interns to bathe me, they wouldn't. When I finally couldn't stand it anymore, I went to the sink and using a bandanna and soap, spent nearly two hours cleaning myself. After that first bath I slept like a deadman for six hours.

A couple of times a day I would need to see the nurse for some reason or another, but there were no bells or buttons like in the States. No sir. If you wanted a nurse you whistled or called out. You ever tried to whistle with your gut cut open?

The worst time was when my IV bottle was about to run dry. Under the IV bottle was a small graduated cylinder with a valve in between for refilling the cylinder. From this cylinder was a tube that ran down into my arm. If the cylinder ran dry the IV needle in my arm would clot and it was difficult to start again. The few days when I was unable to even sit up, I would lay there in panic as the cylinder got lower. I would yell, whistle and do everything possible to get the nurses' attention. Most of the time with no luck and the needle would clot. The nurses would generally be angry with me for not notifying them that the IV was low, at which time they would pull out a syringe, fill it with IV fluid and try to blow the clot out and into my arm. If that didn't work they would have to pull it out and start another one.

I got so sick of getting stuck with needles. I got two shots a day in the butt of some medicine and a couple of IV changes. I was feeling like a bloody pin cushion. I tried explaining to a nurse what a pin cushion was, but either they don't have them in Mexico or she didn't understand my explanation. I was never so happy as when they pulled that f---ing thing out of my arm for the last time.

Time was usually measured from one meal to the next. They were a high point in my day because it was five days before I was allowed to eat and after that I was forever hungry. At first it was all I could do to get a

few spoonfuls of gruel into my mouth. I'm sure the cook hated me and was trying to starve me to death, for at first she gave me a special spoon that looked normal but was made out of a special material and weighed about 30 pounds. I could not sit up to eat at first and had no one to feed me, so I would carefully balance a spoonful of food over my mouth and drop it in. You could only call this lady a cook because what was on the tray was heated, so I guess you could say it was cooked and she had heated it, so she was a cook. Except for the Jello, which was usually partially melted by the time it got to me.

When I was too weak to eat there was usually too much food on the plate to finish. But as I got stronger, the quantities lessened to the point where I was still very hungry after meals. I made the mistake of asking the cook for more; after that my meager portions became even smaller. My only relief came one day when the cook was ill and her replacement cook fixed me a beefsteak and potatoes dinner. That lady was a saint. In fact, her face was a lot like the face on the Virgin Mary hanging on my wall.

Once it got dark and the town would quiet down, it got a lot easier to sleep. Except for being awakened for my evening torture session, the nights went by pretty easy. It's funny how pain is; after a while you just get used to being in pain all the time and can't remember what it was like not to hurt.

I had several different roommates while there, and began to feel like the king of the hill for having stayed there longer than anyone else. Sometimes if a patient came from far away a family member or two would stay at the hospital with them. The hospital wouldn't let the guest stay in the room, but they would sleep on the hard tile walkway outside the door. My heart went out to one boy who spent the entire night standing outside the door and came in from time to time to check on his brother.

My favorite roomy was a guy about my age who was the physical education teacher at the local school. He came in with a leg injury from falling down a cement staircase. Along with him came a television which provided a lot of entertainment. It helped my Spanish immensely to watch movies in Spanish. Once in a great while a movie in English would come on with Spanish subtitles. I remember a Jerry Lewis movie that

about killed me, because everytime I laughed I tore my insides loose. It was all I could do not to laugh and sometimes I would have to close my eyes and cover my ears to keep from laughing.

My roommate and I had a contest going to see who could hold out the longest without screaming whenever the nurses would come in to change our dressings. He also knew quite few cute girls in town and they would come by often to visit.

Although everyone in the hospital was extremely nice to me, I was beginning to feel like a caged animal. I'd worn a groove in the walkway outside my room and was starving. I would have given anything to sit down at a restaurant and stuff myself till I burst. I'm sure the doctor let me stay longer than necessary because I had no place to go and no one to take care of me. But three weeks was enough for me and one day I asked the doctor if it was all right to leave. He told me the decision was mine and I elected to go to La Paz.

Patricia and Pete, who run the *palapa* by the dinghy beach, had graciously offered to put me up once I got out of the hospital. So with my care package of dressings for my wound (my wound was *still* open and draining), I paid my bill. A grand total of \$360. The doctor knew how much money I had on me so I think he adjusted the bill so I would have enough to get by on till I was better.

One of the nurses helped me across the street to the bus terminal where I purchased my ticket to La Paz. Now I have an idea of what it must have felt like to be black in the sixties. It seems whenever I buy a bus ticket, no matter how full the bus is, I end up with a seat all the way in the back. This was particularly painful as it's always the bumpiest part of the bus. After getting my ticket, I went to the first store and bought whatever they had that was edible. I then went out to the street and stopped the first street vendor and sampled his wares. Being thoroughly stuffed, I caught the bus to La Paz.

I wasn't prepared for the look on Patricia and Pete's face when I showed up at their door. When they had last seen me I was healthy, tan and on my way to terrorize Cabo. The thin, hunched over figure with the drawn face that stood in their doorway was easily 20 pounds underweight and very

pale compared to the friend they had known. I spent a week with them, recovering quickly it seemed. The food at Patricia's restaurant is very good and the exercise made me feel stronger every day. After a week I was feeling much better and had a growing concern for my dog and boat. I had left them both in Puerto Escondido figuring I'd be gone a week to ten days. A friend was feeding my dog Genoa and taking her ashore, but I was beginning to miss her. So I caught a ride up with some friends in a car. Genoa was very happy to see me as were my other friends in Puerto Escondido. My first day back a Gulf norther started blowing and I spent a rough night bouncing about.

The day started out real well. I was feeling good, eating vigorously and had made preparations to haul my boat down to La Paz. But by afternoon I wasn't feeling well and lay down. That evening I started throwing up. It got to the point where I couldn't even drink water without throwing up. I was really worried because I'd lost too much weight and was feeling very weak.

In the morning I raised a friend, Al Paz from *Sea Scape*, on the radio, and he came over to give me a ride into Loreto. When he saw me he told me I looked like shit and asked why hadn't I called sooner. That seemed to be the consensus among most of my cruiser friends. Once they heard of my plight I had several offers. Everything from financial support to places to stay. Next to truckers, there couldn't be a better group of people to be associated with.

I went to a doctor in Loreto and he had me admitted to the hospital for observation. This two-room hospital was even smaller than the one in San Jose del Cabo. They plugged another goddamn IV into me to try to give me some nutrition. The king of the hill there was a guy who had severely burned his leg and had been there several months. I didn't feel nearly so bad after meeting him, as my situation hardly seemed worth crying over. The doctor couldn't find anything wrong with me and went as far as to accuse me of being a hypochondriac. I guess I must have faked all that barf the night before.

A cruiser in La Paz who had left his car in Puerto Escondido, had asked me to drive it down for him. So after I got out of the hospital in Loreto, I grabbed a few things from my boat, and my dog and drove down to La Paz. My insides were really doing a number on me and I began to wonder if I

was going to make it. I stayed the night at Patricia and Pete's house, but was still unable to eat anything.

I went to the Saluatierra Hospital in La Paz with a letter from the Loreto Hospital. After checking out the cavern in my stomach and shoving a lot instruments into me and poking, the doctor couldn't figure out what was wrong. So he shipped me off to get x-rays and an ultrasound test. I was surprised to find the wife of a good friend of mine working in x-ray. Since that time I've learned a little about medicine and I know now that without drinking some kind of special fluid, they were not going to find anything when x-raying in my intestines. In ultrasound I had the same luck. The doctor fiddled with the knobs, banged on the machine a few times, but couldn't find anything. I was beginning to have doubts about this place, especially after the doctor informed me he wasn't sure but was almost positive it was amoebas. The last time a doctor told me that I almost died.

The doctor told me he would close my wound and sent me off to get prepped. I was placed into a curtained cubicle about as long as the bed and with just enough room on one side for someone to stand alongside. The someone was a gorilla of a nurse who was pushing 300 pounds. What a difference between this city hospital and the small town hospitals I had previously been in.

My worst fears were confirmed when she produced an IV needle and prepared to stick me with it. She tried two veins in my right arm and couldn't get it started. If you've never had an IV before, the most painful part is when they're starting it. Try jabbing your arm a few times with a pair of dividers and you'll know how I felt. She decided to try the other arm, but since the room was so small she grabbed the foot of the bed with one hand and slammed it over to the opposite wall. Then by moving her mass between the wall and bed and with a swing of those massive hips sent the head of the bed flying against the wall like a soccer ball. Now I was convinced I was going to die. Third time's a charm, they say, and she finally got it started.

The doctor came in and administered a novacaine shot and began slicing away. There is nothing quite like the sensation of a knife going through your skin before the novacaine has started taking effect. I'm sure this doctor was a butcher before he took up medicine, by the skill at which he was able to simultaneously carve me up and talk to a buddy of his who had stopped to visit. Never once did he look at what he was doing. When it came time for the stitches, he pulled out this cord that was similar to black marlin

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whipping twine. I half expected him to put his foot on my stomach to pull on those stitches. Damn, they were tight! He must have thought me more macho than I am because he couldn't believe I felt pain. After surgery I had lunch, rested a while, and then they sent me packing. The total bill for all this came to about eight dollars. It turns out my friend in x-ray took care of my bill for those things, understanding my financial situation at the time.

When I left the hospital, I felt ten times worse than when I went in. I could barely make it to the street to get a cab. I got to Patricia and Pete's house and just went to sleep. The following day at Patricia's *palapa*, where they were having a swap meet, everyone who saw me told me I looked terrible. Great moral support, guys! John Pegueros, the owner of *Elias Mann*, told me that if I didn't have the money for a plane ticket, he'd buy it and drive me to the airport right then. He was convinced that if I didn't get to a doctor in the United States I probably wouldn't live. I talked it over with Patricia and decided to go. The following day was my birthday; I wondered if I would ever see

29. As it turns out, I had a great birthday party. I couldn't eat, drink or dance, but it was good to be alive and have a lot of my friends about me.

My mother picked me up at the airport, so I had to walk as straight as possible.

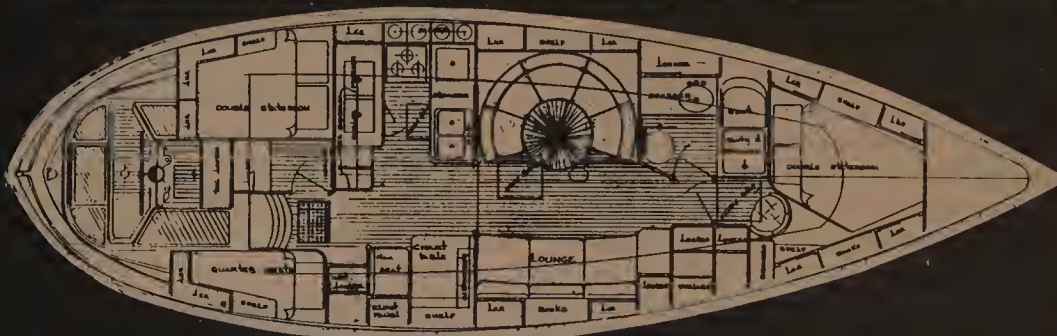
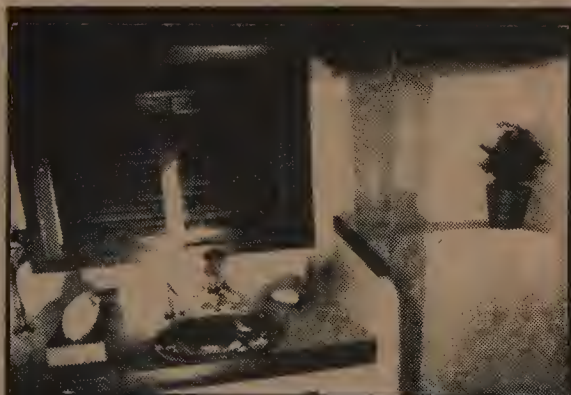
Flying on the plane was much smoother than any land vehicle. My mother picked me up at the airport, so I had to walk as straight as possible so she wouldn't worry. It was really good to see my family doctor again. He has been taking care of me since I was six years old. After a few tests, he told me I was lucky I'd returned to the U.S. because I had

an infection in my intestines and if I had let it go I would have died shortly.

Being healthy again, it's hard to remember being in constant pain for two months. But I still have to take it easy. Any time that I try anything too difficult I hurt for several days. The trip I took on *Elias Mann* was to be my last job before heading to Belize. With that plan canceled, I tried to put a trip together for Hawaii. But after sailing a short distance, I was in too much pain. So I'm back in La Paz, but there's worse places to be. Hopefully after hurricane season I can head out for Belize.

So how do I feel about hospitals in Mexico? Well, there's good ones and bad ones. I definitely like the one in San Jose del Cabo. On a recent trip to Cabo San Lucas I stopped by to visit my doctor and the interns. They were all glad to see I was well and we exchanged addresses and agreed to stay in touch. On the other hand, Salvatierra in La Paz is a busy city hospital that shuffled me through like so much paperwork.

— marc hightower



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# HOT LEAD:

As a boy, he melted lead and poured it into tin cans to make fishing weights. Now they call him "Industrial Doug", and he pours molten lead by the ton into keel molds for some equally hot racing boats.

"Ninety-nine percent of how I learned to

boat builders Ron Moore, Terry Alsberg and Bill Lee.

Brouwer has poured a half dozen Santa

ALL PHOTOS BY BARBARA CRISWELL

finished. Nonetheless, Brouwer asked Lee to have a second keel poured at Keelco, the big Southern California foundry. Then it would be up to Lee to choose between the two companies for the third keel. Brouwer got the order for hull #3.

The unusual business of Brouwers got its start about a dozen years ago when a friend of his, Ron Moore, told him about the problems he was having getting a durable keel mold for the new production light displacement boat, the Moore 24. "They were making the keels for themselves up at Bill Lee's," recalls Brouwer. The fragile sand molds would only yield one keel however. And a cast iron mold was way too expensive.

"I'm a problem-solver by nature," says Brouwer. "They'd scratch their heads about something, and I'd scratch mine. I got sucked into it quite a bit over there." He finally suggested the idea of a cement mold for the Moore 24 keels. And every one of those boats since "hull number six or seven" has been fitted with a 1,050 pound Brouwer

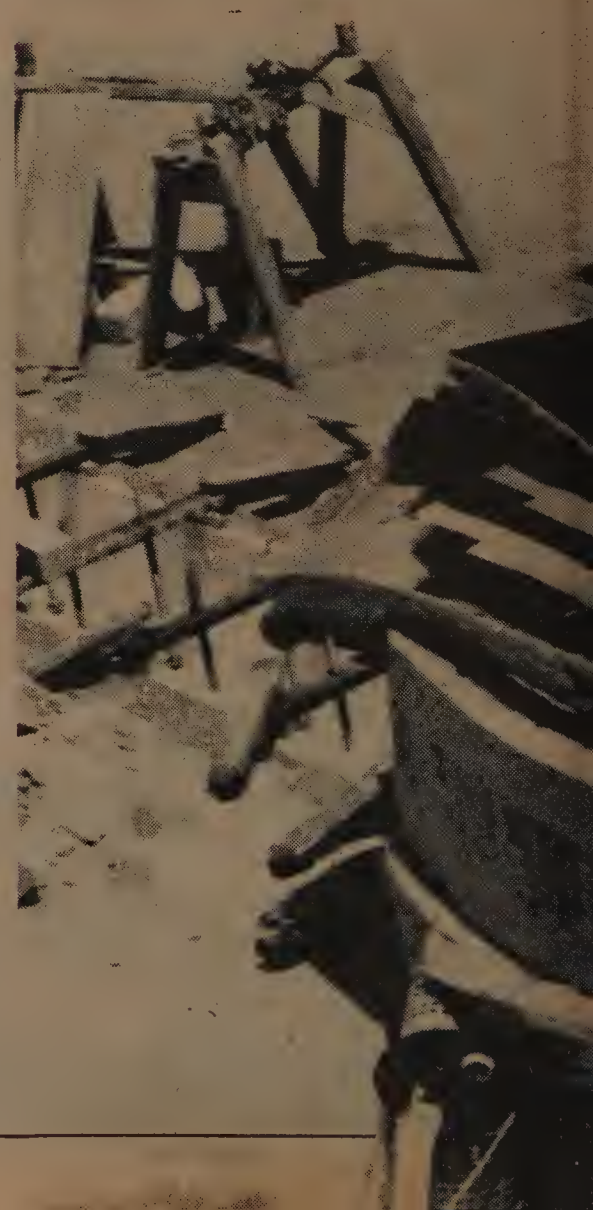


Doug Brouwer stands by his small furnace.

pour lead was by just doing it," says 40-year-old Doug Brouwer. "I used to play around with pouring little things out of lead when I was a kid." The Santa Cruz keel-maker has turned his flair for learning-by-doing into a brisk one-man business producing keels for

Cruz 70 keels, including the one for hull #1, *Blondie*. It was the first elliptical shape he'd attempted, where the bottom of the keel is much finer than traditional fin keels. "I blew the mold," he confesses. This put Brouwer way behind schedule — and he was already supposed to pour two more of the 10,000-pound keels.

A new mold was built and *Blondie's* keel



# INDUSTRIAL DOUG CASTS IT

keel from a reliable, reuseable cement mold.

About the same time Moore was talking to Brouwer, Lee's crew was struggling with a cast aluminum mold for the Santa Cruz

"I used to play around with pouring little things out of lead when I was a kid."

keels. Although aluminum has a much higher melting point than lead — which melts at 612° — when Lee's crew poured the molten lead into the mold, the aluminum became flexible and the mold would expand. After each pour they'd have to beat the mold

Doug heating up his 20,000-lb. capacity furnace in preparation of pouring a full keel.

back into the proper shape with a sledge hammer. So Brouwer got another job building cement molds.

He's actually somewhat of an expert on cement — he built a 38-ft *Spray* replica out of the material. Ironically, his boat has no lead keel, only inside ballast.

Brouwer's shop occupies the back corner of the Moore Boat Yard property. "Ron gave me a little space there when I first started out." The tiny foundry stayed put even after he took on work from Lee, Alsberg and the occasional custom builder.

"Then a few years ago I built a shed for my stuff and got out of Ron's hair," he remembers. Today, the corrugated iron building overflows with equipment, compressed oxygen tanks and 50 gallon drums. Outside are two rectangular pits for pouring fin keels. Poised next to these are his 6,000 pound and 20,000 pound capacity melting tanks, with insulating fire bricks stacked



Shoveling impurities from the molten lead.

around each. Wounded and weathered boats stranded at "Moore's Reef" preside over the shop where keels for the latest designs come to life.

The first thing Brouwer does when he gets a new keel assignment is build a plug to the designer's specifications. He pours cement around the plug, lets the new mold cure, then sets it upright in one of the pits. The hole for Santa Cruz 70 keels, for example, is nine feet deep and wide enough to allow for plenty of air to circulate around the mold.

Next, the specified number of keel bolts are positioned in the mold. The nuts are screwed on and welded to the bottom of each bolt. Some experts have theorized that not welding the keel boat nuts may have been the reason *Charlie's* keel — which Brouwer didn't build — dropped to the bottom of the Pacific on the way home from the 1983 TransPac. (The other famous keel-dropping was when the maxi *Drum* lost hers in the Fastnet Race, nearly taking the life of rock star Simon Le Bon).

While he's getting the mold and bolts in place, Brouwer fires up the natural gas burner beneath the melting tank. He then uses a forklift to hoist a couple of 2,000 pound ingots into the tank. A beaten-up shop vacuum, with the air flow reversed, serves as a bellows, increasing the temperature of the flame. It's not a



# HOT LEAD:



That she flows — hot lead.

glamorous operation. Brouwer did the welding to build each of the tanks, and he built the burner himself. "BTU's? I don't have any idea!" he admits with a laugh.

The two initial one-ton ingots melt in about an hour, and then two more are added. Each ingot has a three-foot iron leash imbedded in it for lifting. Once the lead

reaches 612° and melts, the iron chain floats to the surface like balsa wood in water. "There aren't many things heavier than lead," says Brouwer, confirming the suspicions of anyone whose ever tried to lift even a small bucket of it. The lighter iron also has a much higher melting point. The floating chains are fished out with a hooked pipe and

flung out on the ground to cool. Dirt and other impurities also float, so Brouwer melts one more ingot than is needed to insure that only pure metal flows into the mold from the valve at the bottom of the tank.

"Lead is a relatively — relatively — easy metal to work with," he says. But he adds that there are other dangers beside what would happen if you slipped into a molten vat of it. Lead is a heavy metal that accumulates in the body and can lead to serious muscle atrophy and brain damage. "You have to be careful with it," he stresses.

How, you might wonder, can you get lead in your body by casting keels? What can happen is that wayward droplets of molten lead superheated to over 990° — on the side of the tank or by a pass of his big propane melting torch — will start to vaporize, giving off toxic fumes. It's for this reason that he always tries to remember to wear a breathing mask while melting and pouring. Nonetheless, Brouwer has his blood lead level tested regularly. So far he has less lead in his body than the average urban dweller.

There are, of course, other dangers in a foundry. "I had an explosion in my furnace one day," he says, "which blew molten lead, pieces of solid lead and other stuff all over the yard. Everyone came running from the back shop, certain I'd blown my head off."

He'd been dumping scrap lead from a barrel into his melting tank when something — perhaps an aerosol can or some water — hit the molten metal. "Fortunately, I happened to be shielded by the forklift and barrel."

Brouwer feels lucky he's not had any serious accidents. "I've had plenty of minor burns, but it's just part of the game," he philosophies.

Once he has melted enough ingots,

"I had an explosion...  
molten lead, pieces of  
solid lead and other stuff  
all over the yard."

Brouwer heats the brew an extra 30 degrees to prevent the lead from cooling too much as it gushes into the mold. "It can layer and another layer will run over the top. But those two layers won't fuse. At a later date, you

# INDUSTRIAL DOUG CASTS IT

could actually pry the two layers cleanly apart."

But that's not the only explanation for the higher temperature. "The reason I settle on a temperature of 640° is that if I pour below that — especially in some of my keel shapes — I'll get little voids in the trailing edge," he says. "I like to give a nice, complete keel, not one with a ragged edge."

Another important technique calls for the "warming" of the keel bolts with a torch just before the lead is poured in. The way a keel-maker views it, the keel bolts are nothing more than cooling rods extending into the keel, cooling rods that could impede the free flow of the molten lead. And some keels have a lot of bolts, such as the Santa Cruz 70 keels which have 19 or 21 one-inch bolts crammed right to the edges. "It's a forest of bolts," says Brouwer.

**B**rouwer becomes wistful when he dreams about a world in which he could instantly fill the molds with molten lead, because the less time it takes to fill the mold, the smaller the possibility of voids and layering. A quicker pour is yet another reason why he melts a ton more of lead than he needs for any given keel; the extra weight increases the pressure flow at the outlet valve.

Most pours take less than a minute, but even once the lead is safely in the mold, Brouwer still has plenty of work to do. "You can't just walk away after the main pouring is done," he says, explaining that lead shrinks as it solidifies, and that it solidifies first on each of the relatively cool sides of the mold. If nothing were done, it would leave a significant furrow along the top of the keel, and that wouldn't set well with Brouwer.



Boatbuilder Bob Thomsen takes delivery of a 29,000-lb Brouwer keel.

"The drawings show a flat top of a keel that should bolt flush to a flat surface; a builder doesn't want to have to fill furrows with some kind of goo," he says. So the shrinkage furrows are filled with successively smaller spurts of molten lead from his furnace. Each subsequent pour is reheated with his propane torch to make sure the metal fuses.

Two years ago, Brouwer poured a 29,000-lb full keel for a 70-ft cruising schooner being built by Bob Thomsen's C&B Marine. Partly because the keel was insulated by a sand mold that had been poured directly into a backhoed trench, the keel took a whopping seven hours to solidify. Until

well after dark, Brouwer "fed" the shrinkage every half hour or so until the top of the keel had cooled flat.

By comparison, a new 12,000-lb Santa Cruz 70 keel solidifies in just 30 minutes. After cooling a while longer, it's ready to be lifted out of the mold and delivered to Lee's yard in Soquel. Keel deliveries to Moore's Boat Yard are easiest; they can be run next door with the forklift.

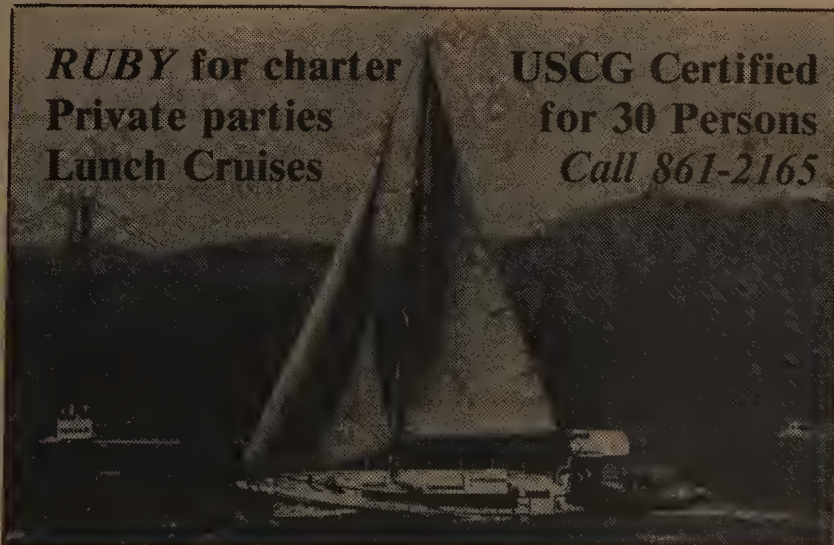
Brouwer calls his outfit Even Keels. He's never taken the time to make it official or even get letterhead stationery or cards made up for his business. "It's so small!"

Although his company is small and doesn't have a logo, Brouwer isn't one to shrink from big challenges. "I intend to go looking for 12-Meter work next time around," he says. Maybe then he'd finally go for a sail on a boat for which he'd made the keel.

— barbara criswell

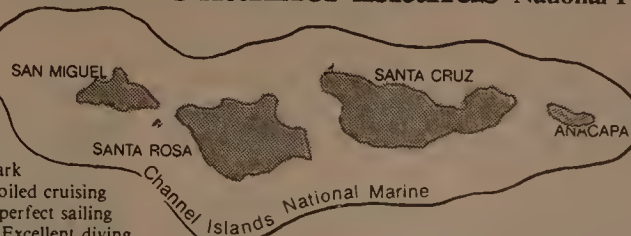
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# ERICSON YACHTS:

A few years ago, in a fit of recklessness, we reported that Ericson Yachts, one of the longtime mainstays in Southern California boatbuilding, would be bankrupt within a month. We weren't trying to be malicious, it was just a case of

ford in the early 1970's, he taught sailing at the Albatross Sailing Center, the Redwood City Ericson dealership then owned by Frank

Quiet and soft spoken, Gene says he had intended to leave the industry at that



combined brain fade and circumstance.

The circumstance being that many of the big names in the once-great Southland boatbuilding industry had gone under, were about to go under, or had become a shell of their former selves under new ownership. We all know the names of the companies, for it's their boats that fill the marinas of California: Columbia, Coronado, Cal, Westsail, Ranger, Islander, Challenger, Yankee, DownEast, Lancer, and a host of others.

For them it was down yesterday, gone today. But not Ericson, which currently employs 132 workers and produces about 300 boats per year. "You can tell everyone we're doing just fine," says President Gene Kohlmann with the quiet satisfaction of a survivor.

Needless to say, no one is happier about that than 35-year-old Gene. In June of 1985, he arranged a buyout of the 20-year-old company from the Massachusetts-based CML Group. His partners were designer Bruce King and three investors from Newport Beach. King, of course, has been designing Ericson's racer/cruisers and cruisers since 1969.

Last year Gene persuaded his 37-year-old brother and world class sailor, Don, to join him as national sales manager. Together, Gene and Don form an effective team. In fact, with the sailboat market firming up as it has in the past year, the future looks rosy for Ericson.

Gene got his start in the boat business in Northern California. While attending Stan-

Gene Kohlmann, President of Ericson Yachts, and his brother Don, the company's National Sales Manager.

Salaman. In 1973, he dropped out of college and bought the dealership with Jaren Leet, a sailing student of his who would eventually go on to campaign *Irrational* in the Clipper Cup. Gene acted as the president of Albatross, moving the operation to Alameda in 1976. Two years later he sold it to Fred Sohegian's Nor Cal Yachts.

point. All along he had planned to start as a dealer and move into manufacturing, but he was discouraged by having to spend so much time at the dealership. The worm turned in Gene's favor anyway. In June of 1978, Ericson president Red Cavaney hired Gene as director of operations for the Irvine plant. The folks who wrote the press releases were pretty shocked to learn Gene was only 26 years old.

His star rose even higher just four weeks



# ALIVE AND WELL

later when he was promoted to vice president and general manager. "I was responsible from everything except finance and sales," he says. "It sure surprised me!"

Gene had to earn his stripes, though. His first assignment was to solve Ericson's problem with controlling costs. He revised the standards for labor and set up a more efficient schedule for assembling the thousands of parts that make up a sailboat. In just three weeks he was able to increase productivity by 25 percent. The kid had come through with flying colors.

Three years later, Gene was surprised again. He received a phone call while in San Francisco to fly down to Los Angeles International and meet Red Cavaney and another big wheel from CML for dinner. Somewhere between cocktails and the entree, Gene found out that Red was returning to Washington, D.C. to work for Elizabeth Dole in the White House. That meant Gene was now president of Ericson!

Certainly there is a fairy tale aspect to this history, but you don't rise to the top of a major boatbuilding company by happenstance alone. Under Gene's quiet demeanor runs a proven ability for setting goals and achieving them. He's a practical thinker who has kept Ericson on a true course. "He's the



SHIMON VAN COLLIE

most disciplined businessman I've ever known," says brother Don. Gene's skills aren't something that just recently popped to the surface. In his youth, he was an outstanding competitor, winning the OK Dinghy North American championships.

Brother Don, a taller more physical version of Gene, stayed in the competitive end of sailing longer. A graduate of UC Santa Barbara, Don ran the sailing school for Gene at Albatross and took care of the service department. He then became an independent rigger as well as crewing in the '77 and '79 America's Cup campaigns aboard *Enterprise* and *Freedom*. He later put in two years as a sailmaker at the North loft in Alameda

and has sailed on many of the hot IOR boats on the west coast and internationally. Don knows as much as anyone about making boats fast and what it takes to make them seaworthy.

Before Gene made Don an irrefusable offer to join him in Irvine, Don represented Ericson as the regional sales manager in Alameda, covering the Pacific Northwest and from the Great Lakes to Texas.

Since the buyout from CML, Gene has added the titles of CEO, chairman and treasurer to his presidential label. Yet the biggest difference, he says, was the change from being an employee to becoming the owner. When CML went public in 1983, Gene felt more pressure from above than before. Now he can make decisions more easily, without having to worry about explaining every decision to superiors and stockholders.

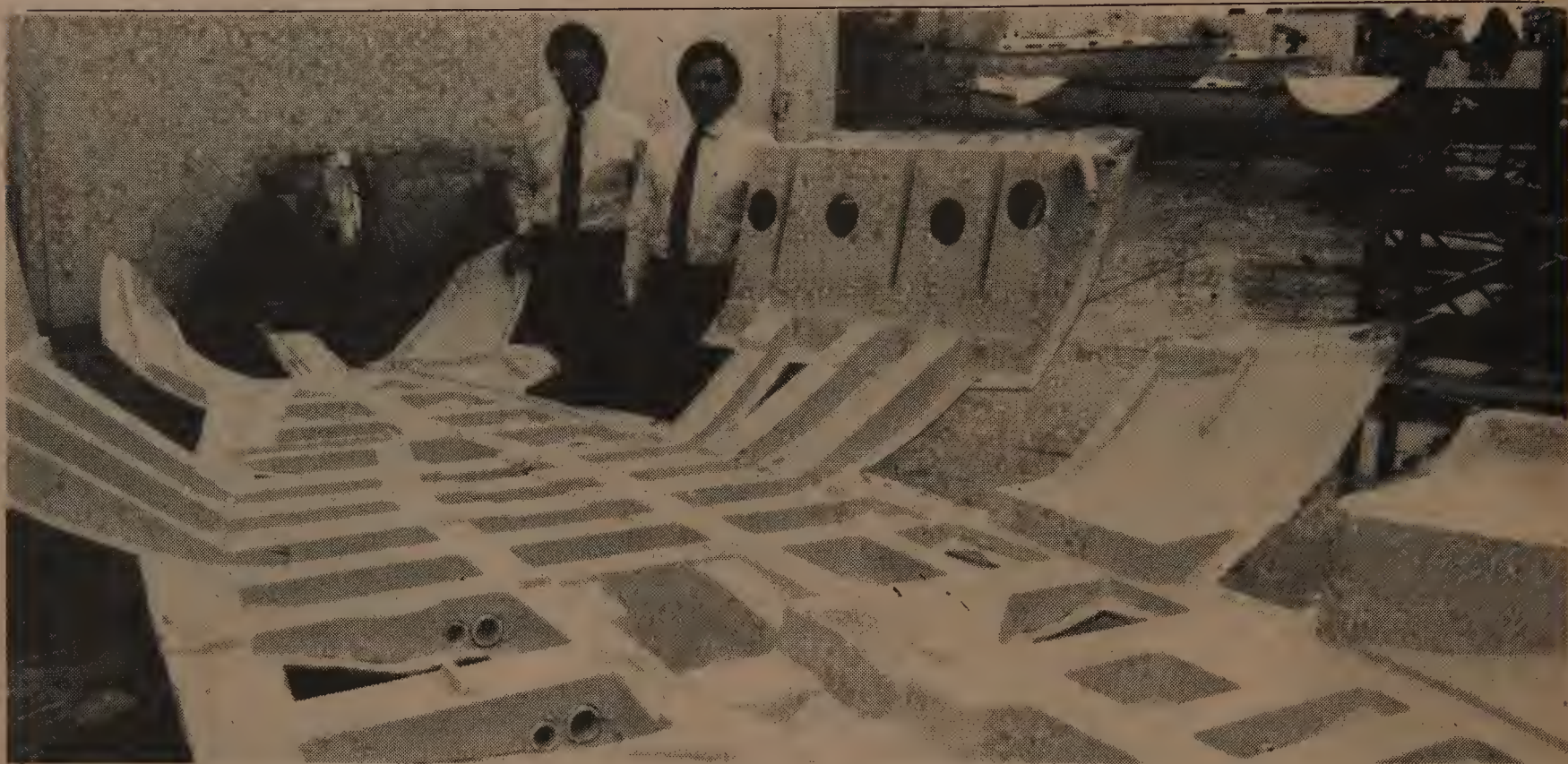
The employees also feel a greater affiliation with the company and management because they see one of the owners every day. Furthermore, there are also profit incentive programs to increase motivation. So far the results have been excellent: Gene reports Ericson has had record sales for the past five months. "This is even better than the good old days!" he says.

Efficiency continues to play a big part in the Ericson success formula. The plant is located in a low-lying industrial park minutes away from the John Wayne Airport. A pair of buildings house the molding, cabinet and warehouse operations. Another 40,000

Ericson's current 35-footer. The original sold over 500 hulls.



# ERICSON YACHTS:



sq.ft. building once accommodated the assembly work, but that activity now takes place out in the parking lot. "We decided to take advantage of the good weather here," says Gene, noting that precipitation in Irvine is headline news.

The workers, many of Mexican origin, are highly trained boat builders. Their numbers have doubled in the last year and a half. Many used to work nearby at Islander Yachts, which folded two years ago. Several are long time veterans, such as production manager Del Howes, who has 19 years at Ericson. The company, incidentally, started in Orange back in 1964, offering two models; the Scorpion 32 and the Ericson 35-1.

It's hard to mistake newer Ericson yachts, with their white hulls and dark blue boot and sheer stripes. A more conservative image you'd be hard-pressed to find, although Don confesses that they do get wild now and then and add an extra stripe or use dark green paint. But as a marketing plan, the similarity between boats works to Ericson's advantage. So does the extensive use of wood down below and the TAFG or triaxial force grid.

No, the TAFG is not what holds R2D2 together, it's the one piece, laminated grid system glassed to the bottom of Ericson hulls to support the mast, shroud, keel and engine loads. Dave Pedrick and Charles Lewis developed the structure in the late 70's when sailboat hulls became flatter and more shallow. The older 'wine glass' hull shapes supported such loads better than the new shape, hence the need for the TAFG.

Don and Gene with Ericson's triaxial force grid.

Designer Bruce King's 18-year affiliation with the company underscores another ongoing consistency about Ericson. "We're a good fit together," says Gene, "and we know each other's process well." King originally worked as a carpenter at Ericson. A graduate of the Westlawn School of Naval Architecture, his first design project at Ericson was a deck modification. Since then he's been responsible for 23 different models, all

of which are distinctively his. They've stood the test of time well, as most of them still look quite handsome today.

Originally from Newport Beach, King now resides in Maine. Interestingly enough, 60 percent of the boats sold by Ericson end up east of the Mississippi. "We make an East Coast type boat," says Gene, "and it seems most appreciated there." Ericsons also sell well on the Great Lakes and in Seattle.

Gene points out that the Southern California market tends to prefer boats with more interior volume for the length. Another way of looking at it is that Ericsons are designed

## OTHER SURVIVING SOUTHLAND BOATBUILDERS!

We don't want anyone to think Ericson is the only company that's been able to survive in the boat-building industry. Here are four other companies that have not only survived but are doing just fine.

Pacific Seacraft of Santa Ana builds the Flicka 20, Dana 24, Orion 27, Pacific Seacraft 31, Crealock 34 and Crealock 37. The company has built about 1,300 boats since starting in 1975. President Henry Mohrschladt says the firm's goal is to make "the highest quality cruising sailboats, capable of taking their owners across every ocean."

Schock of Newport Beach produces the Lido 14, Santana 20, Schock 23, Wavelength 24, Santana 30/30 and Santana 30 Grand Prix, Schock 34, Schock 34 PC, Schock 35 and Schock 41.

Tom Schock started the company in 1946

and has built about 25,000 boats since then. They presently have 46 workers. Schock says the firm's goal is to "provide the most boat for the money. We try to build a quality boat to get people there and back."

Capital Yachts of Harbor City builds the Gulf 27, 29 and 32, Newport 27, 28, 30, 31, 33, and 41, plus the Neptune 16 and 24. Capital has built nearly 5,500 boats since it started in 1971, and presently has 105 employees.

The real giant among the surviving boat builders is Frank Butler's Catalina of Woodland Hills. Since the company started in 1969 they've built nearly 40,000 boats. Models presently under construction include the Catalina 22, 25, 27, 30, 34, 36, 38. Catalina has 450 employees and ranks as one of the world's largest builders of conventional sailboats.

for good sailing characteristics and then the interior is made to fit the hull, as opposed to creating a roomy cabin and wrapping the hull around it. East Coast buyers seem to prefer the Ericson approach.

You might then ask why Gene doesn't build closer to his main market. The answer lies in several factors. For one, the weather for building boats is great in Southern California. The labor market, including workers and supervisors, is highly trained. Many of them have a decade or more of boatbuilding experience, which is a valuable asset. And besides that, Gene says he likes living there.

One of the keys to survival, as well as success, is keeping a sharp focus on their product. Ericsons are known as performance cruisers, and there is no attempt to muddy that view with other types of boats. Another factor is staying current with market demand, which Gene and Don discover through face-to-face contact with dealers and customers as well as watching the competition. The current swing to aft cabins, for

example, was a trend they picked up and have been able to incorporate without too much fuss.

The influx of money from a parent corporation, which has worked in other industries, hasn't been as successful in building sailboats. "This is very much an entrepreneurial business," says Gene. "You pretty much have to be sailboat people. No one's shown that a larger company can add anything except capital. Frank Butler at Catalina is a great example of that. He's had a clear vision of what he wanted and stayed on course." Butler's first company, Coronado, was bought by a public corporation, but he couldn't abide by the Wall Street demands to compromise his integrity, so he started Catalina.

Somewhat surprisingly for a boat manufacturer, Gene says, "We think of ourselves first as a design and marketing company, but we also build our own product. So we're integrated top to bottom." Shedding the corporate umbrella allowed Ericson to cut costs, and having the control

over the manufacturing process lets them fine tune to keep their business healthy even in the down cycles. Last year, hopefully, was just the beginning of an up cycle.

Both Gene and Don like their work. "We get to travel to nice places like Newport, Rhode Island in the fall for the boat show and we get to talk to intelligent people," says Don. The average Ericson owner is in his late 40's, married, and generates a median income of over \$100,000 with his/her mate. Many have been sailing for 23 years or longer. "We can't dazzle them with nice stripes," says Don, "we have to prove that our product is what they want."

They're obviously doing something right. Over 6,000 Ericsons have rolled off the assembly line since 1964. ("It seems like all the owners call up on April 1 looking for a spare part!" says Gene). There are upwards of 24 boats in various stages of completion as of this writing. Gene Kohlman made Ericson lean and mean during the last big dip in the boating market, but he also has it ready to surge ahead again as the boating public gets back in the buying mood.

— shimon van collie

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# HAM RADIO ON BOATS:

There's been a lot of talk lately, some of it loose and hostile, about the use and misuse of amateur radio equipment on boats. To help clear the air, *Latitude* took a fact-finding cruise through the murky waters of Radioland. Here's what we found out:

Compact worldwide amateur radios for boats are booming in popularity. They cost about \$1,500, plus installation, receive all ham and marine frequencies from two to about 30 megahertz, and allow you to hear people thousands of miles away using insulated backstays or whips for antennas.

One reason they're hot right now is that with a minor — but technically illegal — modification they can be used to not only receive on all those marine frequencies, but also broadcast on them. In other words, you buy a moderately priced marine radio and end up with a single sideband radio that does more than a radio that costs twice as much.

This gives you double duty access to ham cruising "nets", big open-phone lines where you can let other boaters know where you're at — so they'll know where to look if something goes wrong — and also find out what awaits you beyond the horizon from others who are already there.

You could then switch to marine channels and call the Coast Guard, KMI telephone service or your buddies on marine ship to ship channel 4A.

Previously, the test to operate amateur radios was somewhat of a joke, thanks to the persistence of a guy named Dick Bash. He got people coming out of the FCC administered test to tell him the questions until he had all the answers and the FCC said what the hell and gave up. Bash was last seen drifting into the survivalist movement. Now the test questions are public. You can buy a test "prep" book with all the listed questions and answers. The FCC has turned over testing authority to the ham operators themselves.

The only hard part of the tests is the Morse Code that you need to know for all the licenses. Some ham fans think anybody who uses an amateur radio without knowing code is a slack-jawed Neanderthal, while others think the code should have gone out of use with cotton sails. These two factions exchange some of the hostility we mentioned earlier.

Single-sideband refers not to a musical group that produces records stamped only on one side, but to a method of transmitting voice over ham or marine radio signals. We'll spare you the technical details — which we don't fully understand anyway — but the important thing is that the single-sideband method gives you about four times

the range for less power, compared to other systems. This, obviously, is good for use aboard boats. (The combination of "single-

see what needs to be done and, when necessary, apply the proper-size hammer. But radio involves unseen electrons passing



sideband" and "ham" logically should have produced the shorthand term Spam Radio. We don't know why it hasn't happened.)

Don Melcher of Ham Radio Outlet in Burlingame is probably as tuned-in to amateur radio and sailing as anybody. He grew up sailing on the Bay, learning in Larks from John Beery in Berkeley's Aquatic Park. He's an accomplished amateur radio fan, and has installed lots of equipment on boats. He even claims to understand how radios work.

"These are the amateur bands," he said, pointing to red segments on a chart of radio waves. What are radio waves? "Frequencies," he said. "At the real low end you have sound waves. Then radio waves and, at the high end, light waves." Waves of what? "Energy," he explained, cocking his head as if waiting for a look of understanding to cross our face — waiting in vain, mostly.

Our understanding of electronics peaks at the stereo's on-off switch. Wrenching on an outboard feels comfortable because you can

Bill Vaughn uses his boat for ham "field days."

somehow through copper wires and silicon chips. "Some of this is magic," Melcher explained, sensing the futility of further technical talk.

Fortunately for boaters, amateur radio has been getting simpler, better, smaller and somewhat cheaper in the last 10 years. If you're planning a cruise, or would like to talk to boaters who are already out there doing it, here's what you can do to get started in radio:

1. Buy a ham radio. Hook it up in your house with a 12-volt battery and antenna. You can install it in your boat later. Melcher says this may seem like putting the electron before the horse, but there are some good reasons for buying a set before you learn how to work it or you're licensed to talk on it. For one thing, you can learn a lot by just turning it on and listening: things like pro-

# TUNE IN THE WORLD

cedure, how to identify yourself, plus the use of the "Q code". The Q code is something like the 10-code on CB radio (good buddy),



a shorthand way of saying things to save air time. For instance, QSB means "your signals are fading." And QSY means "I am changing to another frequency." There are other abbreviations. YL means young lady. XYL means wife. 73 means best regards and 88 is "love and kisses." You could probably get into trouble by saying "88 to your XYL," but at least it wouldn't take up much air time.

2. Start learning Morse code. The radio will help with this. Code exercises are transmitted periodically, along with translations. The test is only on receiving, so you need to learn to write down the message as you decipher it. Higher levels of license require that you understand code transmitted at a faster rate. There are also code courses you can buy that include tape cassettes of code messages. Regardless of how you approach it, practice is the key, Melcher said. Don't try to learn Morse code in a weekend. Unless your memory is a lot sharper than most, plan to spend a month to

get up to speed on code. Learn a little every day and keep at it. Don't be intimidated. Anybody can do it.

3. Study for your novice license and take the test. It will cost no more than \$5. You should be able to find one scheduled near you given by an amateur radio club or by any two hams. There are five levels of license: Novice, Technician, General, Advanced and Extra, with a wide range in both the difficulty in the test and the privileges that come with the ticket. To pass the Novice test you need to be able to receive five words per minute by Morse code and answer 30 simple multiple-choice questions about radio theory and broadcasting regulations. With a Novice license you can talk on three bands — one worldwide and two that are a little higher on the spectrum than the regular marine VHF band. The General test has 50 questions and a 13 word per minute code exam, allowing access to all worldwide radio frequencies. The Extra license allows you to broadcast from space, if you ever happen to be up there. The General license is the best ticket for offshore sailors.

You can study for the Novice test is by getting *Tune In the World With Ham Radio*, a book and cassette tape put out by the American Radio Relay League for about \$10. Or get Gordon West's *21 Day Novice Code and Theory Course*. It's \$20. The tapes contain Morse code practice and the books have sample questions that may be on the test. West's course also contains a sealed test that any two hams can use to give you the test.

4. Contact a ham radio operator, join an

start by writing the American Radio Relay League, Newington, CT 06111. Explain that you want to study for a license and wish to contact a ham in your area.

5. After you get your novice license and start studying for your General ticket, install

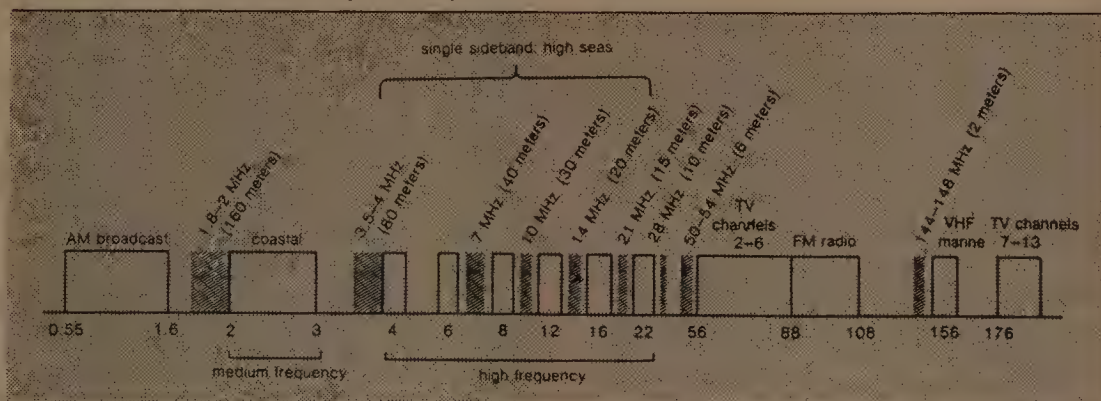
'Cruising nets are like big open phone party lines.'

your radio on your boat. Pay special attention to the antenna and ground. A lot of boats use a section of backstay, separated from the rest of the wire with insulators at both ends. An antenna tuner can adapt the antenna to the different lengths needed for various frequency bands.

6. Once you have a license that allows you to talk on the air, start talking and keep learning. Ham radio's a useful tool for off-shore cruising, but it's a lot of fun, too.

We don't want to get stuck in the technical mud here, but we should talk about propagation. It sounds like it has to do with reproduction, but instead it involves the way radio waves are able to reach halfway around the world. VHF radio waves move in

Here's where the ham frequencies are on the radio spectrum.



amateur radio club, hang around places that sell ham gear, subscribe to amateur radio magazines, and generally learn your way around Radioland. This is how you find out when and where the tests will be offered, meet the people you may be talking to on the air and learn more about radio. You can

a straight line, and line-of-sight transmission obviously won't make it over the horizon to boats halfway around the world. But ham radio transmissions *will* make it, because they bounce between the earth and the ionosphere.

How well they bounce (or skip) is affected

# HAM RADIO ON BOATS:

by ionosphere conditions, sun spots, time of day and other things. Experienced ham operators know when conditions are best for

## MARITIME MOBILE NETS

There were 115 maritime mobile networks on the February list, but some experienced maritime hams said these four are enough to get you by on the California and Baja coasts.

Time	Freq.(MHZ)	Name	Days	Areas	Contact
1400	3.963	Sonrisa Net	Daily	Baja-Calif.	WA6VZH
1530	7.294	Cabasco Net	Daily	Baja-Calif.	XE2VJD
1600	7.238.5	Baja Marine	M-F	Baja-Calif.	W6DHX
1830	14.342	Manana Net	M-Sat	E. Pacific	KA7HVA

reaching certain parts of the world, and which bands are likely to have the best reception. Weather conditions have little effect on long range transmissions.

When reception is bad — because propagation conditions are miserable, batteries are weak, or the other party is just too far away — that's when the much-disputed Morse code really comes in handy. Those little dits and dashes get through loud and clear even if your voice sounds like Louis Armstrong talking through a pillow. The logic behind the code requirement is that some day your transmission may not be too strong — maybe because your boat's half full of water — and code may be the only way you can get an emergency message through. Most people we know turn pale at the thought of learning Code, but we've talked to some who prefer it. Or at least think it's no big deal.

Bob Jensen could read code at 26 words per minute when he was in the Navy during World War II. On his first sail to Hawaii he didn't have a radio but most of the other cruisers did and he decided to get his license before his next trip. On his third attempt he finally passed the test in Long Beach, just before heading for Hawaii again in 1975. But because it takes six to ten weeks for the FCC to send the license after you pass, Jensen borrowed a friend's call sign for the trip (that's illegal, of course) and was known as "Bill" on the air for a few months.

It was the start of a serious radio involvement. Jensen's Columbia 50 *Simoon*, kept in Sausalito, now sports an innovative antenna setup, with two eight-foot fishing poles extending fore and aft from the main mast, with a 15-meter antenna coiled inside. That rig gives him the 10, 15 and 20-meter bands, and a wire from the main mast down

the mizzen jumpers gives him the 40 and 80-meter bands.

"We have one of the clearest signals in the Pacific," Jensen said. "We've never had any trouble with it except one time in Palmyra eight boobie birds bounced on one leg of the antenna and bent it. I tried to straighten the

## HOW TO GET YOUR

For years we have been trying to develop a reciprocal ham operating agreement between the United States and Mexico. It's usually been a no-go situation unless you are a permanent resident of Mexico and finally find the right person who can persuade the Mexican Telecommunications Union to give you a Mexican call sign.

Mariners cruising within jurisdictional waters of Mexico are forbidden to use their transceivers because no Mexican reciprocal license agreement exists. Without a Mexican call sign, American mariners are not allowed to use their ham radio sets on their boats when within any Mexican port, on Mexican soil, or within Mexican jurisdictional waters. No one seems to know how far off Mexican authority goes, but generally 12 to 20 miles is considered their territory.

The big earthquake in Mexico City may have called attention to the Mexican Telecommunications officials that an agreement between Mexico and America would be desirable in light of the tremendous assistance Americans gave Mexico for earthquake communications. Although this new agreement cannot be classified as a reciprocal operating agreement as recognized by the American Radio Relay League or other countries throughout the world, we

aluminum tubing that holds the fishing pole and broke it. But we've had it in 50 to 60 knots of wind with no problem."

His wife, Gail, was motivated to learn about ham radio when she was left alone on the boat in Papeete while Bob flew home on business for a week, and the only way she could keep in touch with him was over the air. Now she has her advanced license and would rather send code than talk.

Motivation is the key to learning code and studying for the license. Jensen met an Englishman single-handing in the Pacific who decided it was time to get his license, so he locked himself in a hotel room in Honolulu with books and study tapes. He came out nine days later and passed his general test. "You have to want the ticket," he said.

Jensen has cruised Australia, the South Seas and Alaska on *Simoon*, and while ashore talks to cruisers all over the Pacific from his home in Ukiah, providing phone

do have a plan that would allow for American mariners, tourists, and RVers to receive call signs when traveling in Mexico.

This new agreement somewhat backfired and has opened up some controversial operating by Novice class operators who have gone to Mexico and have received General class operating privileges with a Mexican call sign. That's right — the same type of license is given to any grade of American amateur radio operator permit. What you end up with are voice class operating privileges throughout all of the ham radio bands with power output up to 250 watts!

You first need a Mexican tourist card that indicates the length of your stay in Mexico. A visa will also work specifying how long it is valid for.

You need to take your tourist card or visa permit to the nearest *Delegación Regional de Concesiones y Permisos de Telecomunicaciones* with a Spanish written request for a Mexican license, and a completely filled out Form HD-2 tax receipt for \$10,000 Mexican pesos paid by you at the nearest *Oficina de Hacienda y Crédito Público*. You also need to take your valid amateur radio license — any class will do.

connections, setting up mail deliveries and so on. He said he feels it's a way of repaying all the hams who do the same thing for him while he's cruising.

This is the busy season on the Marine Mobile Networks, sometimes called the Mickey Mouse nets by hams. There's traffic almost 24 hours a day on 14.313 MHz and 14.314 MHz, the most popular net frequencies. East Coast operators use the frequencies during the morning hours when propagation conditions are best there, but by late afternoon most of the traffic is from the Pacific. At 8 p.m. cruisers check in with their position, weather conditions, course and speed. About 24 boats check in on a normal night. After check-in they make contact with one another or people on shore and switch to other frequencies to talk.

Jensen elaborated on the technically illegal modification that can be made to some



LATITUDE/BILL

amateur radio rigs to make them into marine SSB transceivers over a the marine radio spectrum. On one make of radio "there's a blue wire that you pull out, but you can blow

Don Melcher explains radio theory, "some of this is magic."

## HAM LICENSE IN MEXICO

Now the hard part is going to be where to find these different offices in Mexico. Rumor has it that sometimes you can get the same permit from another type of office, but I also hear reports that it takes these specific offices to actually issue the license on the spot.

You must also appear in person yourself — you cannot delegate the authority to another person or a Mexican to do the work for you.

Believe it or not, they somehow assign call letters on the spot, and you are allowed to go on the air within about an hour once you find the right person, the right building, and the right office. Your call letters will begin with XE, an appropriate number, and then the appropriate three letters. This special call sign that is assigned only to you is good for the length of your stay, and can only be used when within the jurisdictional waters or boundaries of Mexico. You cannot, may not, and will not use their call sign when cruising out on the high seas taking advantage of the American General Class amateur radio privileges with only a Novice class license.

Unfortunately, we are bound to see a lot of Americanos getting together with a ham buddy who has a General class license or

higher, and taking the Novice test, receiving Novice call letters, and then running down to Mexico for Mexican call letters. Then with the Mexican call letters, this Novice class American can now get on voice maritime frequencies and pass traffic back to the U.S. This is just like the old days where American mariners and tourists could go to several countries in South America and buy a call sign, and then use it for voice traffic back home.

In my book, that doesn't make it; and any American getting the Novice just to obtain a Mexican call sign to use voice privileges is simply taking the chicken way out. If you're going to be cruising extensively, knuckle down and get your General class American call sign and do it right.

Many U.S.-based maritime net control operators are indeed acknowledging the Mexican call sign requesting phone patch traffic, but most net control operators will also ask the American what grade of American license he holds. It's then up to the net control operator as well as the U.S.-based phone patch station as to whether or not they want to handle traffic for a Novice American using General class frequencies with a Mexican all-class license.

— gordon west

some circuits if you don't do it just right. It's easier to crush one of the diodes in the front part of the radio. You can get a technician to do it for \$50 or so." Another make has a tiny switch built in for just that purpose.

"If you're careful you won't get caught," he said. "Everybody who goes to sea does it." The reason the FCC frowns on full-spectrum radios is that sloppy tuning could interfere with other traffic on nearby frequencies. The legal marine single sideband sets tune in one frequency at a time, with each frequency controlled by a channel switch. These sets reach only a few of the available ham frequencies and are nearly twice as expensive as the new full-spectrum radios. Most cruisers consider the options and go with the full-spectrum radios.

Marine attorney Bill Vaughn lives aboard his 55-ft wood ketch in Alameda and is a ham enthusiast. Vaughn uses his boat for ham "field days". Friends bring radio equipment and extra antennas aboard and they drop anchor in some remote spot away from interference to see how many radio contacts they can make in 24 hours.

"The boat looks like an antenna farm," he said. It makes for a day of recreation and education, too. "Most sailors get into ham radio because it's practical," he said. "Some just like to fool around."

But it's the sort of fooling around that can save your fanny in an emergency at sea. Don't be scared off by the code or the technical side of it. It's worth the effort.

— latitude — bp

I get a great deal of pleasure out of buying new charts. It's not that there's anything particularly exciting on them — in fact I usually can't even tell the difference from the old charts except the price (\$7.50). But somehow, buying new charts seems to combine a feeling of good seamanship (you're supposed to have them); extravagance (if you buy a complete set); and aesthetics (they look great mounted and framed); in very satisfying proportions. And I walk out of the store having spent a lot less than if I had gone in for a new spinnaker sheet.

The chart department of a big chandlery or nautical book store also tends to be a crossroads for offshore cruisers and ocean racers. You're likely to run into a different kind of shopper than what you might run into at, say, the boat shoe department.

Even so, the last time I went to buy charts I was surprised to notice my friend Lee Helm, a naval architecture student, leaning over the large chest of chart-sized drawers with her head buried in a catalog of National Geodetic Survey publications.

"Since when do you need to buy charts, Lee?" I asked as I walked up beside her. "You don't even own a boat!"

"Oh hi, Max," she said. "I got myself a crew spot on the race to Catalina. And I'm the navigator," she added with obvious pride, "so like, I have to buy the charts."

"That's great, Lee. I'm only going up the Delta again this summer."

"Sounds like fun. But I'm really pumped up about this ocean race. Ultra-light 40-footer. The boat's an outrageous surfer, as long as we get lots of wind."

"... like, who in their right mind actually reduces sights by hand in 1987?"

out?"

Lee opened the Almanac and flipped through the pages. "Eclipse diagram, Dailey pages by hour, increments and corrections . . . it's all here, Max. But look at the paper — we're talking tissue!"

"Hard times for the government printing office?" I suggested.

"You know what's happening," she said. "The finally figured out that the printed Almanac is only a backup that stays on the shelf until the computer breaks. No reason to use that heavy water-resistant stock anymore. I mean, like, who in their right mind actually reduces sights by hand in 1987?"

"I do," said a voice from the other side of the chart drawers.

We looked over to see an older man with a collection of rolled charts under one arm.

"You mean you go through all the arithmetic longhand every time?" asked Lee.

He nodded.

"Not even a calculator?"

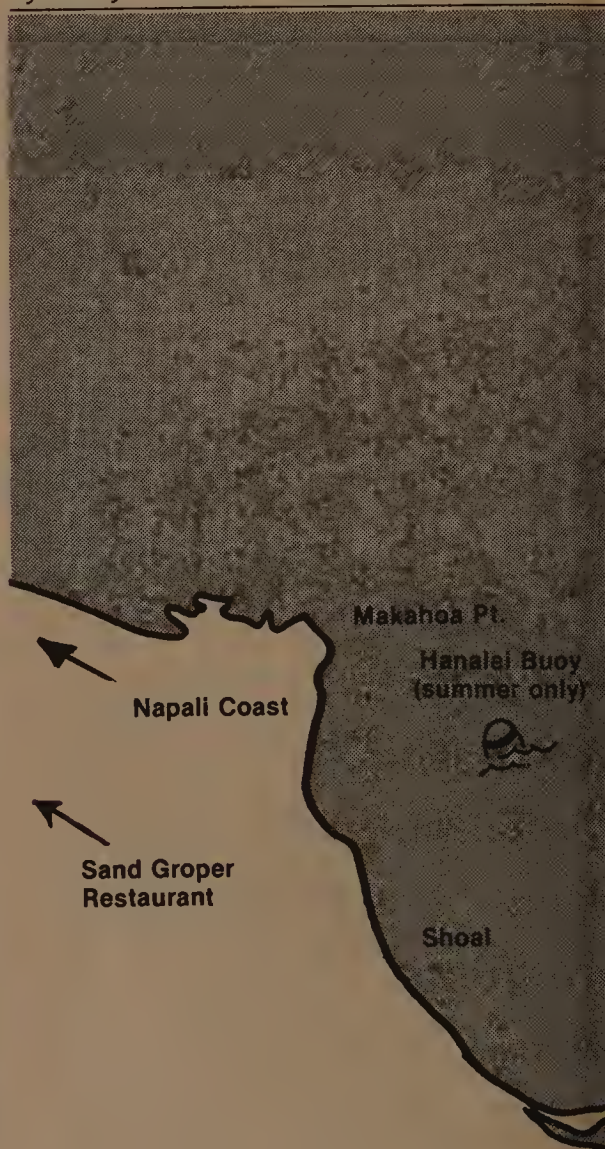
He shook his head.

"Totally stone-age! I mean, at least get a calculator!"

"Actually, I'm shopping for one right now," he confessed. "One of the crew had one on the last delivery and I'm sold. What you see in front of you is the last hold-out, finally giving it up. Besides, I'm racing to

"Reliability!" Lee and the delivery skipper said simultaneously.

"Loran is great when it works," added the skipper, "but my experience is that about one in five first-time passages ends with the batteries dead. That means no Loran, no SatNav, just RDF and compass. Also, if you don't know celestial, there's a strong tendency to stay too close in to the beach. I've seen



"You should have plenty this time of year," I assured her. "Find all the charts you need?"

"Got everything except for the Nautical Almanac. I sure hope they didn't run out."

"I think I saw them on one of the lower shelves over here," I said, and I led her to a stack of Almanacs.

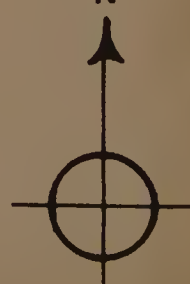
But when I picked up one of the orange books in the black binding, it felt very light. "This is much thinner than the book I remember using for the celestial navigation course I took a few years back," I remarked as I handed it to Lee. "What did they take

Catalina, and I can't afford the luxury of wasting all that time to do it by hand, even though I still think it's kind of fun."

Lee and the delivery skipper had the usual "and what boat are you on?" conversation, and continued gossiping about other boats in the race until I interrupted:

"One thing I don't understand," I said. "If you're going to abandon traditional methods and rely on a computer, why not just use Loran or SatNav? The Loran coverage is good all the way down to Mexico, and SatNav is world-wide. Why bother with celestial at all, especially for a coastal trip?"

N



too many skippers make what should have been a very easy and pleasant trip into a real nerve-wracker because they were stuck in a coastal piloting mentality. That is, they like to 'pick up' landmarks and radio beacons as they go down the coast, for positive fixes. The result is that they end up way too close to the beach, and have to deal with more ship traffic, oil rigs, less predictable wind,

islands, reefs . . . hell, it's always safer and easier if you go farther offshore!"

"I'll buy that," I agreed, "at least in the downhill direction."

"There is a real problem today," the older skipper continued. "Back in the good old

Follow the six-fathom line ground the point to the anchorage in Hanalei Bay.



days, the basic navigational tools were your compass and chart, and you had to be good with them. Then with basic electronics, the RDF and fathometer became the basic tools for doing more sophisticated navigation. (Or at least we thought it was sophisticated back then.) The RDF's, and even some model fatho's had their own batteries, and were about as reliable as anything else on the boat. With just a little bit of skill and prudence, you could get up and down the coast no sweat. If you had celestial, then you were free to go farther offshore and relax a little more.

"But today, every boat in the world has a Loran that works perfect on the Bay, so the basic skills are neglected. As soon as they're out long enough for the batteries to go flat, everything goes kablooie. No RDF, no log, a digital fathometer that you can't be sure is working and a compass that's never been swung."

"You two are probably too old to believe this," said Lee, "but I have some friends who sail offshore quite a bit who don't even know what an RDF is!"

"That is bad," I said, disregarding the implication about my age.

But our friend the delivery skipper wasn't finished.

"If you go offshore for more than a day trip," he stated, "you really should have celestial capability. If you don't have celestial capability, then you really should have the basic, most reliable electronic aids: RDF and fathometer, and some skill in using them. And if you don't have those, then make damn sure you have more than one way to make electricity. A separate generator or even a solar panel for when the engine packs it in."

"Funny thing is," I observed, "offhand I can't think of anyone who's gotten in serious trouble because they got lost in coastal waters."

"I sure can," said the skipper. "Remember the '82 Doublehanded Farallones? Four people died, many more up on the beach. Navigational errors were responsible, not stress or weather. In fact, one boat went offshore for a few days until conditions improved, which can be one of the best survival tactics in a situation like that. But you're not likely to do it unless you feel comfortable with celestial."

"I can think of lots of 'real close call' stories," said Lee.

"Take the entrance to Hanalei Bay on Kauai," he said. "All the singlehanded racers complain about how difficult it is, especially

at night. Reefs, confusing topography, no navigational aids, etc. But all you really need is a reliable fathometer and it's duck soup. The six-fathom curve takes you right around the corner and into the anchorage. Absolutely nothing to it!"

"I know that Loran coverage is marginal in the islands," I said, "but when GPS — Global Positioning System — becomes fully operational, it should be possible to get continuous satellite fixes that are accurate to within a few boatlengths. Do you think the art of following a depth contour will be lost forever?"

"I don't think so," he laughed. "Why, I heard that the Hawaiian Islands are off station by 1400 feet! Anyone who relies on satellite navigation for final approach is in for a surprise!"

"That's only partly true," corrected Lee. "The problem is that the earth isn't a perfect sphere. There are several different systems of fitting the actual shape to the spherical coordinate system of latitude and longitude we use, all of them somewhat arbitrary. So like, different systems will have different latitudes and longitudes for the same place. The old NAD-27 coordinates were based on a North American system. But the new NAD-83 system is global, and will be bringing everything into conformity with GPS, eventually."

"So are the Hawaiian Islands really 1400 feet out?"

"No, but the new charts will show them at different coordinates by about that amount. They'll move 1479 feet to the southeast, to be exact. And Sacramento is moving 300 feet to the southwest."

"You mean the latitude and longitude of every point on the Bay will change?"

"That's right. 300 feet is about 0.05 minutes of latitude."

"Oh no!" I moaned. (I had recently completed entering the exact coordinates of over 50 local waypoints into my Loran, taking great care to get everything to the nearest hundredth of a mile.)

"Don't worry, Max. The National Geodetic Survey says it will take four to five years to complete the change. As long as you're consistent, no prob. And it's only ten boatlengths anyway."

Meanwhile, the delivery skipper had wandered over to the display case with the navigation calculators.

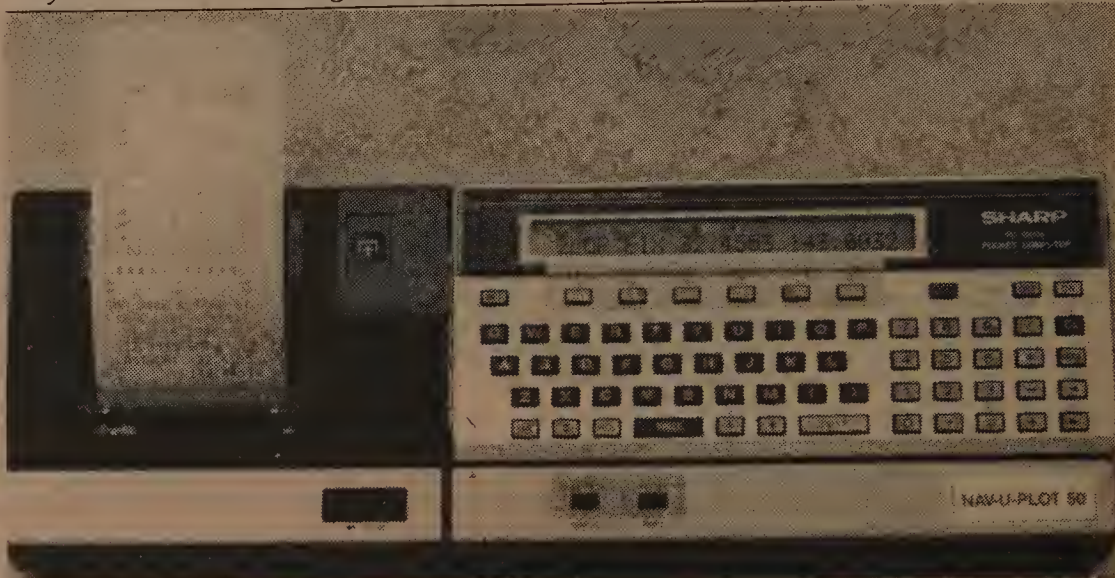
"Which one do you use?" he asked Lee.

"HP-41," she answered. "It's a top-end programmable calculator that costs about \$150, and the nav module is another \$30.

The 41 with Nav Pak was one of the first full-featured hand-held systems, but like, I would only recommend it for engineers or scien-

attached to one side, with three lines plotted to show the classic cocked hat.

"This is going to be a more difficult deci-



tists. The arithmetic logic system it uses is called 'Reverse Polish Notation', if that gives you a clue."

"I'll stay away from that one," said the skipper.

"Some of the newer entries, especially the ones designed to work with existing general purpose hand-held computers, are very impressive. There's one called Astrofix, for example, that looks like a deal at \$215. It uses a Sharp 1261, which is only about 5"x3"x1/2", and does your basic sun lines, noon sights, great circle calc's and stuff, and has a built-in sun and Aries almanac. Max, I bet even you could use it!"

"I don't know, Lee," I said as I was practically dragged over to the display case. "Even after that course I took, there are still some concepts in celestial that aren't too clear in my mind."

"Don't be silly, Max. They probably just got you bogged down in arithmetic. The important concepts are a lot easier to grasp if you let a machine do the work."

"The computer my crew had on that delivery," said the skipper, "actually printed out a tiny chart with the LOP's all plotted out! That could be a fantastic teaching tool."

"Must be the Nav-U-Plot," said Lee, as she pointed to one of the machines in the display. "It's one of the more expensive models at \$695, but I was very impressed when I saw a demo at an ocean sailing seminar last year."

I looked in the display. Sure enough, there was an adding-machine style paper tape emerging from the miniature printer

Nav-U-Plot prints out a tiny chart with the LOPs plotted out.

sion than I thought," said the delivery skipper, gazing over the expanse of tiny keyboards nested in neat little felt-lined boxes. "Let's get a salesperson to demonstrate some of them."

"See if you can find a copy of the July/August issue of *Ocean Navigator* magazine," suggested Lee. "They reviewed eight of these computers, and they also carry ads for related products, including software that would run on a PC compatible laptop. On a big boat, that's the way to go for sure."

Our new friend went to search the magazine rack, and Lee and I returned to the chart cabinets. Lee pulled open one of the big drawers, looking for an obscure bathymetric chart of the Santa Barbara Channel that she imagined might help her figure out the currents for her race. But when she lifted some of the charts to check the bottom layers of the drawer's contents, I noticed an old chart of the Bay. It must have been at least twelve years old, because it was done in the old color scheme, with the brighter yellow land instead of the dull sand color in use now. It reminded me again what navigation was like in the days when Loran and satellite systems, not to mention four-ounce computers, were beyond our imagination. So I added one more chart to the year's shopping list.

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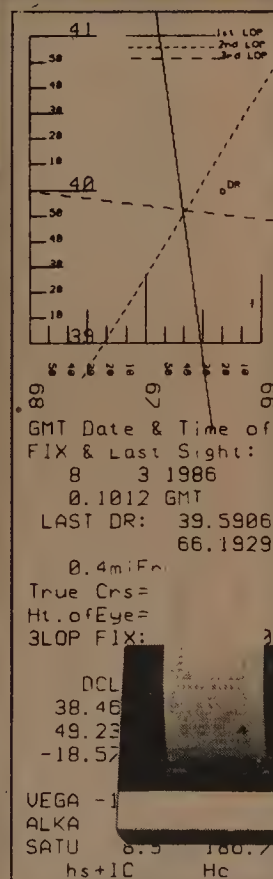
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CALL OR WRITE FOR BROCHURE

This month we have reports from the **Stockton-South Tower Race**, the **Woodies Invitational**, the **Spring Ocean Series**, the **One-Design Series**, the **Brenton Reef Series**, the **Wednesday Night Series** in Santa Cruz and much more.

## Stockton-South Tower Race

"It's a perfect race — mentally complex and physically demanding, but you feel like you've accomplished something when you're done. Besides, you have all day Sunday to sit around and become a human being again," claims Pineapple sailmaker Sally Hess, who sailed on the class winning Nordic 40, *Wild Goose*. Head Pineapple purveyor Kame Richards probably enjoyed recovering on Sunday more than most — he skippered his chartered Mancebo 30 *Bloom County* to a quadruple bullet in Stockton Sailing Club's 140-mile marathon from Stockton to the Crissy Field buoy and back. It's the first time in memory that someone has pulled off the SST grand slam: first to Crissy, first to finish, first in class, and first overall.

Thirty-one boats, ranging in size from a Santa Cruz 40 to a Catalina 25, started the

grueling event on Friday, July 12 at 11:30 a.m. The race has been likened to doing repeated back-to-back 400-yard dashes. It involved about 200 tacks to clear the Delta, which up at the Stockton SC is narrower than the Oakland Estuary. The majority of the five-division fleet was nearing the Carquinez Bridge as the sun went down. Then it was a wet and cold ride upwind to Crissy. Aided by a whopping six-knot ebb, most boats rounded the upwind — and only — mark by daybreak.

Then the fun started: a 70-mile spinnaker leg back to Stockton. The wind, which had been down to four knots in some holes, increased to 15-20 going down San Pablo Bay and then jumped to 25-35 in Suisun Bay. Well-sailed boats like *Bloom County* and last year's winner, Bill Riley's Olson 25 *Pearl*, poured it on in the windy-going, bursting to 15 knots on occasion. Some boats, like the understaffed Santa Cruz 40, simply took their spinnakers down. Others, like Rhonda Fleming on *Kitty Hawk*, left their kites up until they blew up. Crewmembers on Ray Drew's mono-sailed Nonsuch 30, *Purification*, happily drank beer and sailed on as their competitors blew up around them. They ended up second overall.

One boat, an Olson 25 named *Alzora*, lost its custom mast less than 20 miles from the finish. *American Eagle*, a Peterson 34, DNF'd in about the same place — they were trying to take a shortcut in the minus tide but ended up hard on the mud, having to motor off in the end. Regatta chairman Ken Smith spun his Ross 930, *Glissant*, out in a jibe, plowed onto the mud sideways, and watched his entire division sail by. An hour and a half later, after walking and then swimming an anchor out, they pulled themselves off. And so the stories went.

The leaders finished in the midafternoon — *Bloom County*'s elapsed time was 26 hours and 44 minutes, about 4.75 hours off the J/35 *Smokin' J's* 1986 record pace. Even the last boats finished what the race labelled "140 miles of pure joy" before dark.

Bill Vaughn steers 'Evening Star' to victory.



The friendly Stockton Sailing Club greeted each finishing boat with a bottle of champagne, and the ever-growing party on the docks and in the clubhouse resembled a mini-TransPac reception.

After 140 miles, 30 hours, and little-to-no sleep, the first eight boats corrected out within 32 minutes of each other. Considering they had sailed through six or seven tide changes and a whole gamut of wind conditions, those are pretty tight finish times.

To tighten up the finish times even more next year, we asked four-time race veteran and Stockton Sailing Club member Kame Richards to share his formula for success: "Get a lightweight, medium-sized boat which supports six or seven people. That way someone's fresh at four in the morning, which is when mistakes can get made. A Moore 24 can only take four people — too small — and a big boat, especially a displacement job, is too hard on the crew in a sprint race." Kame's crew on the victorious *Bloom*



Knarrs bunch up at mark during Woodies Invitational.

County was owner Carl Ondry and his son Mark, Buzz Blackett, John Kelley, Ralf Morgan, and Delta local knowledge source Ralph Felton.

## Stockton Sailing Club 1987 South Tower Race

Fleet I — 1) **Bloom County**, Mancebo Custom 30, Kame Richards; 2) **Kitty Hawk**, Sonoma 30, Rhonda Fleming; 3) **Miss Conduct**, Olson 29, Tom Mason.

Fleet II — 1) **Wild Goose**, Nordic 40, Jim Coreman; 2) **Rush**, Olson 30, Haas Brothers; 3) **Wharf Rat**, Fast 345, G. Dairiki.

Fleet III — 1) **Pearl**, Olson 25, Bill Riley; 2) **Faded Badley**, J/30, Dana Badley; 3) **Angel**, Cal 33, Sklp Carroll.

Fleet IV — 1) **Purrfection**, Nonsuch 30, Ray Drew; 2) **Valoce**, Cal 27 (Mod), Ni Orsi; 3) **Candace Ann**, Islander 30 (Mod), Mark Melson.

Fleet V — 1) **Escape**, Cal 2-27, Bill Reynolds; 2) **Lytic II**, Cat 27 (Mod), Paul Owings; 3) **Achernar**, Cat 27 (Mod), Leslie Oliver.

Overall — 1) **Bloom County**; 2) **Purrfection**; 3) **Escape**.

## More Master Mariner's

Bill Vaughan, who was instrumental in reviving the Master Mariners Regatta in the mid-60s after nearly 70 years of neglect, won the Deadeye Trophy for the best elapsed time overall in this year's Master Mariners Regatta.

After not competing for five years, Vaughan picked one of the windiest races ever to lead the fleet in his Kettenberg 52 *Evening Star*.

The other special trophies announced too late for inclusion in last month's *Latitude 38* include the Billiken Trophy, R. Ford on *Yankee Baruna* Trophy, A. Burnand on *Odyssey*, Farallon Clipper Trophy, J. Simon on *Wendy Ann*, and Lyle Galloway Trophy, N. Duckett on *Westerly*.

## Woodies Invitational

Competition was keen, especially in the Knarr fleet for the Woodie Invitational Regatta sponsored by the St. Francis YC on

the first weekend in June. The Knarrs were so thickly packed at the first mark Saturday they looked like a single boat with 27 sails. Close competition is one of the factors that keeps the class healthy. Despite the predominance of more modern, fiberglass boats, wooden Knarrs are still the third largest fleet on the Bay.

Results of the series, held in stiff wind along the Cityfront:

**BEARS** — 1) **Smokey**, S. & J. Robertson; 2) **Orsa Bella**, Charles Barnett; 3) **Chance**, Glen Treser.

**BIRDS** — 1) **Widgeon**, H. Backer/D. Cameron; 2) **Robin**, Daniel Drath; 3) **Kittywake**, Lowden Jessup.

**FOLKBOATS** — 1) **Folksong**, Michael Waldear; 2) **Folkdance**, Chuck Kaiser; 3) **Fleetwood**, A. & K. Zimmer.

**IODs** — 1) **Vadine**, Robert Grigsby; 2) **Prophet**, Mettler/Poorman; 3) **Bolero**, George Degnan.

**KNARRS** — 1) **Snaps II**, Knud Wibrae; 2) **Lykken**, A. Robert Fisher; 3) **Peer Gynt**, Kjeil Skaar.

## Spring Ocean Series

Based on the number of participants, ocean racing around here — like the old grey mare — ain't what she used to be. Fewer boats than ever competed in the various spring ocean racing series, which ended with the June 20th Jr. Waterhouse Race. It's now halftime on the local offshore circuit and cumulative results are trickling in for the six divisions (IOR I & II, MORA light and heavy, PHRO, and Singlehanded) that competed in mostly moderate conditions this spring in the Gulf of the Farallones.

The ill-attended Danforth Series, formerly considered Northern California's unofficial IOR ocean racing championship, was won by Keith Buck's Farr 36, *Petard*, followed one point back by Jeff Samuel's X-102, *Abracadabra*. These two boats were the only ones to enter all four races in the series. *Skedaddle* only made two of the four races, but on the strength of winning the Lightship and the now-neutered Montara-Farallones races, ended up third overall.

Further evidence of the decline of the Danforth Series was the four boat total turnout for the 72-mile Buckner Race. IOR I was particularly weak this year, fielding only 12 starters over the four races. Eight of those 12 starters were in the opening Lightship Race — essentially the other three races never happened for this division. IOR II, which averaged five boats on the starting line, wasn't much better off.

Participation in MORA, which once routinely fielded thirty to forty boats under

31 feet, is also way down. These days, only about six light boats and 12 heavy boats make it out for the five race, one throwout series. It's heartening to see older, heavier boats making a comeback in midget ocean racing, but it was still a light boat, the Ondry family's "maxi" *Bloom County*, that won the Pete Smith trophy (named for Dee's father) for overall best performance.

The Ondry's went into the last race, the 42-mile Jr. Waterhouse, tied with Buzz Blackett's *New Wave*, but got the best of the Express 27 in the light going. Blackett finished second overall despite boycotting the controversial three-day Corlett Race (yes, this one's named after Chris's father). John Liebenberg's Express 27 *Friday* might have cracked the top three overall except for being one of many MORAns DNS'ed in the Lightship Race for failing to check in with the race committee. A newcomer, Jerry Ingalls, with his Ranger 29 *Roulette*, ended up third overall and first in the heavy division.

Winner of the Hal Nelson Series for PHRF boats over 31 feet was *Amateur Hour*, Paul Lampley and Dede Fraser's *Santana 37*. This division sails the same races as MORA and had between 15 and 7 boats on the starting line. The Singlehanded Sailing Society, which despite their name sponsors single and doublehanded sailing in the ocean, is being led by Peter Hogg on his custom Newick catamaran, *Tainui*, at halftime. The SSS division fields four or five entries per race and, unlike the other ocean series, does not break their season into two distinct series.

#### Danforth Series

Division I — 1) *Skedaddle*, R/P One Ton, Lee Otterson/Ray Pingree; 2) *Sweet Okole*, Farr 36, Dean Treadway; 3) *Bandit*, Larry Carr, Swan 44.

Division II — 1) *Abracadabra*, X-102, Jeff Samuels; 2) *Petard*, Farr 36, Keith Buck; 3) *Anallse*, Wylie 34 mod., Paul Altman.

Overall — 1) *Petard*; 2) *Abracadabra*; 3) *Skedaddle*.

#### Pete Smith (MORA)

Division I — 1) *Bloom County*, Mancebo 31, Carl and Mark Ondry; 2) *New Wave*, Express 27, Buzz Blackett; 3) *Friday*, Express 27, John Liebenberg.

Division II — 1) *Roulette*, Ranger 29, Jerry Ingalls; 2) *Unity*, Capo 26, Bud Frazee; 3) *Smart Set*, Cal 9.2, Lyn Soja.

Overall — 1) *Bloom County*; 2) *New Wave*; 3) *Roulette*.

#### Hal Nelson Series (PHRF)

1) *Amateur Hour*, *Santana 37*, Paul Lampley and Dede Fraser; 2) *Mary Jane*, Luffe 44, Lon Price; 3) *Arletta*, PJ Standfast 36, Lorraine Salmon.



#### One-Design Series

July marks the half-way point in Bay racing for the One-Design Classes Association. There are no one-design races during July so that racers can go on vacation and enter special events, like the TransPac.

There are 32 fleets in the association this year, and 389 entries. That's up from the 356 entries last year, but this year ODCA picked up 49 boats in the Cal 20 and *Santana 22* fleets after the Small Yacht Racing Association folded last year. Without the new classes, participation in ODCA would

Jack Adam lends a hand on Bill Riley's Olson 25 'Pearl' during Stockton-South Tower Race.

be down a little, off 16 boats this year and 11 last year.

"One-design fleets have been fairly stable over the last three years," said fleet President Bruce Nesbit.

Each fleet's season champion is invited to race in the Champion of Champions regatta, which so far has been held in March. But Nesbit said the regatta may be moved later in the year for better wind. "The champions are

# RACING SHEET



BILL RILEY

determined under summer conditions, so it would be more equitable to hold the regatta under summer conditions," Nesbit said.

Since standings are not available for the first half of the season from all 32 fleets, we've decided to run results of the last race available. When the season's over, we'll run the final results.

ARIEL (June 21) — 1) **Jubilee**, Don Morison; 2) **Pathfinder**, Ernest Rideout; 3) **Sparkle Plenty**, David Henderson.

CAL 20 (June 7) — 1) **Loafer**, Kevin Friel; 2) **Hana Pau**, Mary Jo Foote; 3) **Great Egret**, Charles Gay.

CAL 25 (June 20) — 1) **Cinnebar**, Edward Shirk; 2)

**Whimsical**, Rebecca Danskin/David Stone; 3) **Wahine U'i**, Albert Saporta.

CAL 2-27 (June 20) — 1) **Con Carino**, Gary Albright; 2) **Huffin**, Jerry Olson; 3) **Check Out**, Mish Orloff.

CAL 29 (June 21) — 1) **20/20**, Philip Gardner; 2) **California Girl**, Ken Flink; 3) **Grand Slam**, Fred Minning.

CATALINA 27 (June 21) — 1) **Il Shay**, John Jacobs; 2) **Catalyst**, Edwin Durbin; 3) **Pert**, Karl Dake.

CATALINA 30 (June 14) — 1) **Biophilia**, David/Charles Gallup; 2) **Revision**, David Jacoby; 3) **Quicksilver**, Greg Quilici.

COLUMBIA CHALLENGER (June 21) — 1) **Shay**, Rich Stuart; 2) **Rurik**, Gromeeko/Carter; 3)

**Murphy's Law**, William Murphy.

CORONADO 25 (June 21) — 1) **Ventura**, Ernest Dickson; 2) **Naressia**, Tosse/Green; 3) **Meniscus**, Karl Aube.

ERICSON 35 (June 14) — 1) **Wanderlust**, Bruce Monro; 2) **Rainbow**, Craig Brown; 3) **Good Times II**, Barry Bevan.

EXCALIBUR (June 20) — 1) **Merlin**, Adam Gambel; 2) **Howlin' Owl**, Van Jepson; 3) **Perezoso**, Denny Sargent.

EXPRESS 27 (June 13) — 1) **Great White**, William Wordew; 2) **Trimmer**, Skip Shapiro; 3) **Bessie Jay**, Monroe Wingate.

EXPRESS 37 (June 14) — 1) **Mainframe**, Baldwin/Saperstein; 2) **Blitz**, George Neill; 3) **Re-Quest**, E. Glenn Isaacson.

GOLDEN GATE (June 20) — 1) **Pajarita**, Robert MacDonald; 2) **Fledgling**, Michael Bonner; 3) **Phoebe**, Nygrens/Evans.

HAWKFARM (June 20) — 1) **Cannonball**, Rick Schuldt; 2) **El Gavilan**, Jocelyn Nash; 3) **Notorious**, James Hirano.

ISLANDER BAHAMA (June 21) — 1) **Arteslan**, Kenneth Speer; 2) **Alternative**, Michael Sheets; 3) **Constellation**, Super/Lincoln.

ISLANDER 28 (June 20) — 1) **Jose Cuervo**, Sam Hock; 2) **Shanghal**, Ken Jesmore; 3) **Summertime**, Bruce Sams.

ISLANDER 30 (June 21) — 1) **Current Asset**, John Bowen; 2) **Blanca**, Bruce Wallace; 3) **Gold Rush**, James Lucas.

ISLANDER 36 (June 13) — 1) **Blockbuster**, Bruce Block; 2) **Prima Donna**, Eric Warner; 3) **Shenanigan**, Michael Fitzgerald.

J/24 (May 17) — 1) **Chicks Dig It**, J. Peter Young; 2) **DeJavu**, Chris Perkins; 3) **Bearna Baoghall**.

J/29 (June 21) — 1) **Smokin' J**, Don Trask; 2) **Blazer**, Michael Lambert; 3) **Maybe**, John Williams.

MERIT 25 (June 13) — 1) **Chesapeake**, James Fair; 2) **Paddy Murphy**, Jim Reed; 3) **Redline**, Gerald McNutt.

MOORE 24 (June 17) — 1) **Wet Spot**, Michael O'Callaghan; 2) **Anna Banana**, Joe Durrett; 3) **Gall Force**, Gail Kinstler.

NEWPORT 30 (June 14) — 1) **Topgallant**, Frank Hinman; 2) **Danville Express**, Andy Hall; 3) **Mintaka**, Gerry Brown.

OLSON 30 (June 21) — 1) **Assoluto**, Rudolf Schroder; 2) **Think Fast!**, Albert Holt; 3) **Vorticity**, Jeffrey Gething.

RANGER 23 (June 20) — 1) **Twisted**, Don Weineke; 2) **Smokey**, John Nelson; 3) **Impossible**, Kneeland/Newberry.

RANGER 26 (June 21) — 1) **Mytoy**, David Adams; 2) **Mariner**, D. Bruce Darby; 3) **Onager**, John Wales.

SANTANA 22 (June 7) — 1) **Soliton**, Mark Lowry; 2) **Seascape**, James Lindsey; 3) **Keelkicker**, Bruce Macphee.

SANTANA 35 (June 13) — 1) **Dance Away**, Robert Bloom; 2) **Dream Machine**, John Aitken; 3) **Swell Dancer**, Jim Graham.

TARTAN 10 (June 13) — 1) **Non Sequitor**, Rudolf Binnewies; 2) **QE3**, Richard Bates; 3) **Wizz Lass**, Leonard Jackson.

THUNDERBIRD (June 20) — 1) **Ouzel**, Michael Sheets; 2) **Windjimmer**, James Graham; 3) **Toots**, Curtis King.

TRITON (May 30) — 1) **Sleepyhead**, Paul Wells;

2) Hulakai, Alex Cheng; 3) Captain Hooke, Tom/Dave Newton.

### Brenton Reef Series

Randy Short's Reichel/Pugh 45 *Sidewinder*, which has yet to see its homeport of San Francisco, recently qualified as one of three thoroughbred IOR yachts which will represent the U.S. at the biennial Champagne Mumm Admiral's Cup in early August. The other boats on the team are Fred Krehbiel's Nelson/Marek 45 *Insatiable*, which was the high-point boat in the May 30-June 6 Brenton Reef Series, and Robert Towse's Judel/Vrolijk 43 *Blue Yankee*.

The moderate-to-light air series was sailed off Newport, Rhode Island, using a regatta format of five buoy races, a 90-mile medium distance race, and a long distance race of over 200 miles.

Each of these boats is less than a year old and extremely well sailed — *Insatiable* will be handled by designer Bruce Nelson and sailmaker Gary Weisman; *Sidewinder* will be a John Bertrand/Robbie Haines collaboration (Paul Cayard is apparently off the boat); and *Blue Yankee* will feature Yale alumni Steve Benjamin and Jonathan McKee.

However, the wisdom of sending a "big boat" team to England is debatable. If history repeats itself, heavy currents and the time-on-time handicap system will once again favor smaller boats despite modifications to the courses this year (e.g., two, not one, Olympic courses in the relatively current-free Christchurch Bay). Two years ago, nine out of the ten top spots went to European "new wave" one tonners, and our all-California team of 33 raters (*High Roler*, *Sleeper*, and the original *Sidewinder*) got wiped out, finishing 9th out of 18 teams.

To prevent the AC from turning into a replay of the One Ton Worlds, the RORC changed the rules so that each team's total IOR rating must now be 95 or higher. This effectively translates to two one tonners and a 34 or 35 rater, which is what Germany, England, and the other top teams will surely send. Last spring, the U.S. announced that it would follow suit, upon which news Randy Short pulled the plug on a half-finished 33 rater (which subsequently became *Quintessence*) and commissioned another, bigger version of *Sidewinder*. As things



turned out, Short probably could have made the team with the 33 rater.

Apparently, not enough good one tonners were interested in ponying up the \$100,000 "entry fee" that USYRU requires of our Admiral's Cup aspirants, so in the eleventh hour they decided that the top two boats (not just the first one) at the Brenton Reef Series would automatically go to England, regardless of what they rated. Thus, with two big boats already onboard, one would have thought that at least the third boat on the team should have been a little boat. A logical choice would have been *Tuff Enuff Texas Style*, the John Koliis-driven Beneteau One Ton that finished third in the trials. Unfortunately, for lack of a spare \$100,000 lying around, or for various personal reasons, *Tuff Enuff* declined, as did the next two choices, the one tonners *Regardless* and '85 NA champ *Slip Sliding Away*. Rather than send

Bird boats neck-and-neck during Woodies Invitational along Cityfront.

a mediocre one ton, *Blue Yankee* got the nod, rounding out a team that rates around 103, which is even higher than our ill-fated representatives last time.

But wait! — there's yet another twist to this bizarre selection process. Merit Cigarettes actually tried to sponsor the U.S. Admiral's Cup team, but USYRU wouldn't accept their generous offer. Almost all the European AC teams are sponsored (and as of a few weeks ago IOR boats in the 1988 SORC will be allowed full commercial sponsorship), but apparently the powerful keepers of the sport back in Newport choked on the idea of a tobacco concern getting involved in this expensive and elite competition. Without the sponsorship, the AC team was picked not so much on merit (i.e., achievement, not



One Ton, 68; 6. **Skye Hie**, J/V One Ton, 63; 7. **Leverage**, Tripp One Ton, 61; 8. **Slip Sliding Away**, G&S One Ton, 60; 9. **Full Tilt Boogie**, J/N One Ton, 45; 10. **Mad Max**, J/41, 35.5; 11. **Amazing Potato**, J/N One Ton, 20; 12. **Fiddler**, Peterson 42, 3.

— rob moore

## Windsurfing Weekend

Nearly 150 windsurfers crossed the starting line for the ninth annual 18.5-mile San Francisco Windsurfing Classic Long Distance Race Friday, June 19. Conditions were choppy and windy as the fleet left the beach at Crissy Field, sailed two triangles under the Golden Gate Bridge and then zig-zagged all the way to Berkeley.

Robbie Naish of Hawaii, World Cup champ for the last four years, was leading into the Berkeley Circle, but he overshot the mark at "X". Ken Winner of Maryland sailed straight for the mark and edged out Naish at the finish line in front of His Lordship's Restaurant.

Dave Deisinger, a professional board sailor from Palo Alto, was the first local competitor to finish, in ninth place. Among the non-pros, Steve Sylvester of El Cerrito was first to finish, in 18th place, just ahead of another non-pro, Steve Willrich of Palo Alto.

Natalie Lelievre of France was the first woman to finish, in 48th place. The first local woman to finish was Cat Betts of Berkeley in 80th place.

The long-distance race was followed by the third and final leg of the Marui O'Neill World Tour on Saturday and Sunday. Dutch sailor Stephan Van Den Berg, who won a gold medal in the 1984 Olympic games, placed first.

Another windsurfing group, the WBA World Tour, started its series on the Bay June 26.

## Santa Cruz Wednesdays

After-work races on weeknights are not unusual, but the beer-can series on Wednesday nights in Santa Cruz has a few special twists. For one thing, nobody sponsors the races, but they've been going strong for nearly 20 years. The racing is casual — even for laid-back Santa Cruz — and about half the town seems to be jammed onto the boats. One Olson 40 sailed with a crew of 35!

Then there's the rabbit start. We're not sure why it's called a rabbit start, except that the committee/start boat flies a black flag with a white rabbit that looks a lot like the symbol of a certain skin mag. About 6 p.m. crowds of people get on the boats and everybody heads out to the ocean. The boats berthed north of the bridge have to lower their masts to get under the span, and

Windsurfers covered the Bay like hatching mayflies during San Francisco Classic Long-Distance Race.

cigarettes) or optimal team structure, but more on the basis of who could afford to go.

"Basically, we've shot ourselves in the foot again," remarked North sailmaker Steve Taft, "We're playing this game with the wrong equipment. Going to England with this team is like playing professional football without helmets or pads..." Taft should know, having been involved directly or indirectly with two Bay Area Admiral's Cup boats over the last decade (*Imp* in '77 and '79; *Sidewinder* in '85). Even team captain Randy Short isn't overjoyed with the team we've fielded, but in yacht racing anything can happen — and maybe, just maybe, putting all the U.S. eggs in the "big boat" basket will pay off this year.

## RESULTS:

1. **Insatiable**, N/M 45, 90; 2. **Sidewinder**, R/P 45, 88; 3. **Tuff Enuff Texas Style**, Beneteau One Ton, 82; 4. **Blue Yankee**, J/V 43, 71; 5. **Regardless**, N/M



skippers show some unique skills in raising masts while their boats are under way.

Once out of the harbor, boats mill around the starting buoy, waiting for the rabbit boat to start the sequence. Matt Lezin's *Gulf Star 40 Windrunner* has been the regular rabbit boat almost since the race began, and he explained the procedure. The first gun goes off at 6:20 p.m. and a white flag goes up. With six minutes to go, the flag comes down. A minute later a blue flag goes up and another gun goes off. With one minute to go the blue flag comes down. At the start a red flag goes up, a gun goes off and the rabbit boat starts sailing away from the starting buoy on a port tack. The starting line extends from the rabbit boat to the starting buoy, and everyone must cross on starboard.

This, as you might imagine, results in some pretty chaotic starts. It's not unusual for 70 boats to turn out on a Wednesday night. Fortunately, on the day we went along for a look there wasn't much wind and there were no serious collisions. "You learn not to follow the rabbit boat, cause you'll get hit for sure," said Scott Pine, whose *Olson 40 Notorious* once carried the 35 mentioned earlier.

The finish line is as vague and informal as the start is specific and bizarre. The finish is "defined by the end of the harbor," Pine said. The object, especially when the wind is light, is to beat the other boats to the Santa Cruz YC for beer and burgers.

"The winners are not recorded. This is beer can racing," Pine said.

The race may be informal, but it draws some top talent. Aboard John Fraser's *Santa Cruz 50 Rollercoaster* was Bill Lee, designer/builder of the SC50 and founder of the ultralight movement, plus sailmaker Dee Smith, one of the top racers in this country and Europe, too. Among the 25 or so on *Rollercoaster* were at least two women in the advanced stages of pregnancy and a wide assortment of friends and neighbors.

"One time we had a guy aboard from Nebraska, and we kept saying where's the rabbit, where's the rabbit," one young lady remembered. "We said there it is, and he kept saying, I don't see any rabbit. He thought a rabbit was swimming out there."

It's all for fun, and that's what sailing's about, right? For a good time, call Santa Cruz — especially on Wednesday night.



### Newport Maxi Regatta

Latest stop on the world maxi circuit was Newport, Rhode Island, where nine of the gigantic globetrotting leadmines convened for six races the second week in June. Not to be confused with ULDB maxis or 'sleds', which are primarily a west coast phenomenon, these are full-on, big bucks IOR displacement jobs.

Maxis race in two different classes. The 'maxis', which are a tad over 80 feet long and rate 70.0 under the IOR rule, and 'mini-maxis', which are boats about 78 feet long that rate 62.5 IOR.

Maxis — mini and otherwise — used to be designed by many different naval architects. No longer. German (pronounced 'Herman') Frers of Argentina seems to have figured out IOR maxis better than anyone; seven of the nine entries at Newport were from his South American board.

The racing consists of five buoy races of 25 to 35 miles each and a 100-mile distance

Santa Cruz Wednesday Night Series aboard SC 50 'Rollercoaster'

race that took all of eleven hours to complete.

Jim Kilroy's *Kialoa*, the fifth of his boats to carry the name, proved that her Class I SORC victory was no fluke. The Los Angeles based Kilroy was an easy victor in both class and fleet. *Matador* and *Ondine VII* were second and third respectively. *Ondine* had beaten *K5* in the event last year, when Kilroy's boat was still being shaken down.

The mini division was much tighter, with Raoul Gardini's *Il Moro de Venezia* nipping *Obsession*, with *Emeraude* and *Cannonball* right on their heels.

The final day of the series featured round robin match racing, which resulted in many overlapped finishes. After three heats, *Ondine* and *Emeraude* were the winners of their divisions.

The crews — 22 to 26 per boat — were



pour into their maxi programs. Silvestri figures that the owner of *Il Moro*, who is the leading importer of wheat to Italy, spent about \$100,000 for his week of fun in Newport. (*We think that guesstimate is a little on the low side.*) As if that weren't enough, there's a new *Il Moro* to be sailing within a month. She'll be a 'real' maxi, 82-ft long with a 125-ft fractional-rig, five spreader, discontinuous rig and a 50-ft (!!!) boom.

The maxi owner's next opportunity to drop a 100 grand will take place August 1 in sunny Palma Mallorca, Spain. Then in September it's Sardinia, where the Aga Khan will have them over. If all goes to current plan, the majority of them will be coming to the Kenwood Cup in Hawaii next summer and the St. Francis Big Boat Series a month after that.

**MAXI RESULTS** — Kialoa, 8.25; Matador, 14.00; Ondine VII, 15.50; Boomerang, 16.00; Milene V, 23.00.

**MINI-MAXI RESULTS** — *Il Moro di Venezia*, 10.50; *Obsession*, 12.75; *Emeraude*, 13.75; *Cannonball*, 13.75.

— rob moore

## Oakland/Catalina Race

Some other races are struggling for participants, but the Oakland/Catalina Race is growing, with 57 entrants this year, up about

a dozen over last year. Race organizers say the event attracts a wide spectrum of participants. Newcomers to ocean racing like the inshore course where emergency help is about an hour away by helicopter. Veterans like the downwind ride and the parties in Catalina.

"It's a fun race, all spinnaker runs and reaches," said Bill Xavier, who has worked on the race since its inception nine years ago. "It doesn't tear up the boat and doesn't require a lot of bucks to put a boat and crew together. The hardest part is getting out the Gate."

This year's field ranges from some Express 27s up to five MacGregor 65s that will race as a one-design division. There will be at least three Santa Cruz 50s, so competition may be stiff among the big boats. Last year's overall winner was Leon Russell, an Express 27.

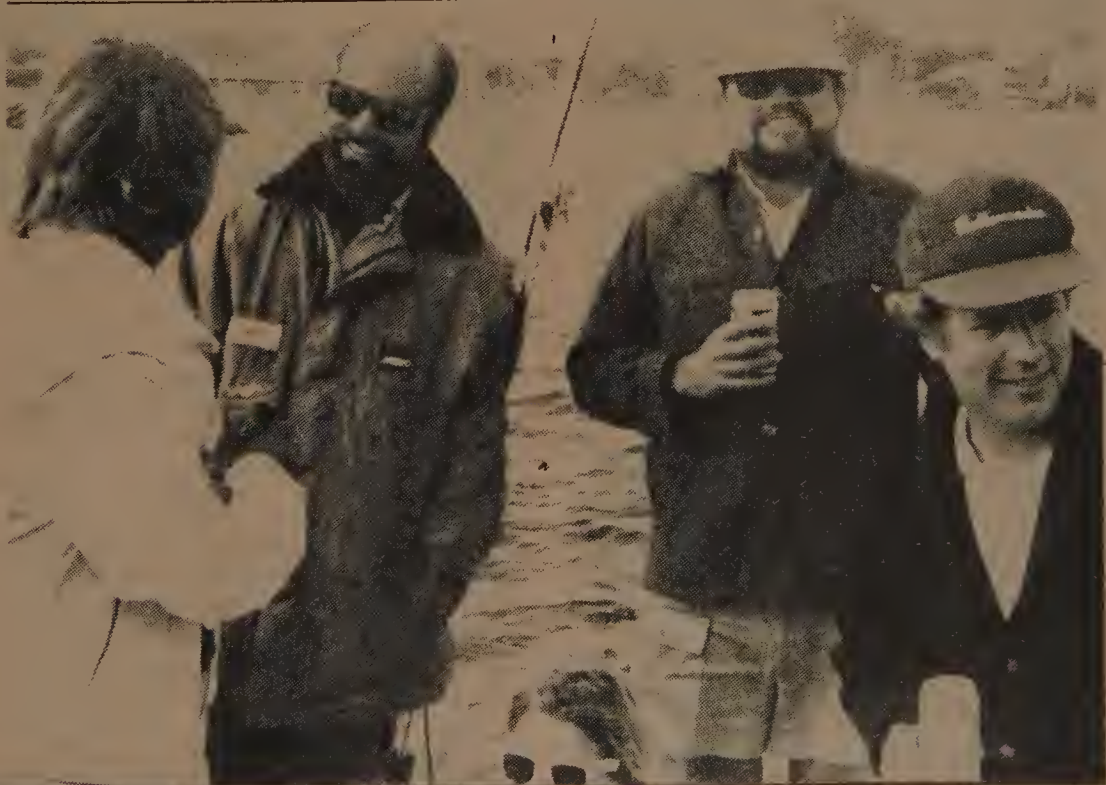
The program starts with a bon voyage party July 4 put on by the sponsoring Metropolitan YC at its new quarters on the Embarcadero in Oakland. Skippers will meet the next night at the club to discuss details. The start is at 10 a.m. Monday, July 6, off the Golden Gate YC.

'Rollercoaster' owner John Fraser, right, with Bill Lee and Dee Smith, left.

just about a 'who's who' of ocean racing veterans and 12 Meter sailors. But as if by prearrangement, the 70-raters were driven by their owners. Not so with most of the mini-maxis. Gary Weisman and Paul Cayard drove *Il Moro*, Dennis Durgan was at the wheel of *Obsession* and John Koliis drove *Emeraude*. *Cannonball*, in her first regatta, was owner-driven.

Each night the owners took turns hosting cocktail parties at Newport mansions for the crews and assorted beautiful people. Scott Easom of Northern California, who crewed on *Emeraude*, figured that a PHRF racer who believed professionals were ruining the sport could have eliminated about half of sailing's rockstar population with one small bomb at any of the gatherings.

Even those jaded by the America's Cup experience — for example Russ Silvestri, who like Easom was part of the USA team — were struck by the awesome amounts of money these private owners unflinchingly



The official victory party is scheduled at 5 p.m. July 10 at the Sand Trap in Catalina, but most of the boats should be there a day or so before that, so one presumes unofficial partying will be in full swing by Friday.

Hal Nelson, of Nelson's Marine in Alameda is sponsoring sort of a post-race race. He figured that most of the Oakland racers will be sailing over to Long Beach to catch planes back to the Bay Area anyway, so why not invite the Long Beach sailors over to Catalina and then race them back to Long Beach. The inaugural Catalina to Long Beach race will take place Saturday, July 11.

Here is the latest list of entries:

Name	Type	Owner
<b>Fastrack</b>	MacGregor 65	Mike Paselk
<b>Zeus</b>	MacGregor 65	Hal Nelson
<b>Andiamo</b>	MacGregor 65	Carter Nice
<b>Irrational</b>	Peterson 44	Dan Donovan
<b>Rollercoaster</b>	Santa Cruz 50	John Fraser
<b>Octavia</b>	Santa Cruz 50	Stewart Kett
<b>Clipper</b>	Olson 40	Howard Sachs
<b>Revelry</b>	Santa Cruz 40	Dennis Robbins
<b>Interabang</b>	Beneteau 45	Jeff Winkelhake
<b>Punk Dolphin</b>	Wylie 39	J. Livingston
<b>Tsunami</b>	Tony Castro 40	John Cains
<b>Gatecrasher</b>	C&C 41	Roger Shortz
<b>Pazzo Express</b>	Express 37	W.E. Ormond
<b>Flamingo</b>	Express 37	Rod Sievers
<b>Free Spirit</b>	Express 37	Neil Ross
<b>Request</b>	Express 37	Glen Isaacson
<b>Jackrabbit</b>	Islander 40	David Lissett
<b>Invictis</b>	C&C 40	John Webb
<b>Zofolote</b>	Swan 44	W.D. Whitley
<b>Piki Piki</b>	Frers 42	Richard Kline
<b>Finale II</b>	Sabre 42	Alex Finlay
<b>McDuck</b>	Olson 29	Peter MacLaird
<b>Star Dubier</b>	Hobie 33	Gerald Saughen
<b>Windstar</b>	Pye 40	Mick Hansen
<b>Lady Jane</b>	Baltic 38	Brian Humphries
<b>New Wave</b>	Lighthall 30	Deborah Fowler
<b>Beeker</b>	Tatoosh 51	David Crowe
<b>Cavu</b>	Choate-Fed 37	Bob Kanze
<b>Swell Dancer</b>	Santana 35	Jim Graham
<b>Potsticker</b>	J/29	Denebein/Losch
<b>Svenska</b>	Peterson 44	Darryl Anderson
<b>Peaches</b>	Express 27	Thomas Martin
<b>Locomotion</b>	Express 27	Edward Morgan
<b>Shaula</b>	Peterson 44	C. Zimmerman
<b>Eastern Star</b>	Brewer 42	Lou Zevanove
<b>Hot Bottom</b>	Freedom 36	Stephen Kyle
<b>Carole Ann</b>	Slocum 43	Ken Snow
<b>Severn</b>	Annapolis 44	Ryle Radke
<b>Crescendo</b>	Mull 33	M. Millenberger
<b>Fearless Heros</b>	Ranger 33	Frank Petrie
<b>Eise</b>	Pacific 40	Bruce Fowler
<b>Nicole</b>	Orion 35	Jim Dupuis
<b>Sorceress</b>	Ranger 33	Stephen Suess
<b>Danville Expr.</b>	Newport 30	Andy Hall
<b>La Mouette</b>	CT 41	Charles Taylor
<b>Vita Nova</b>	Aries 32	Fred Quibley

## Vortex Generators

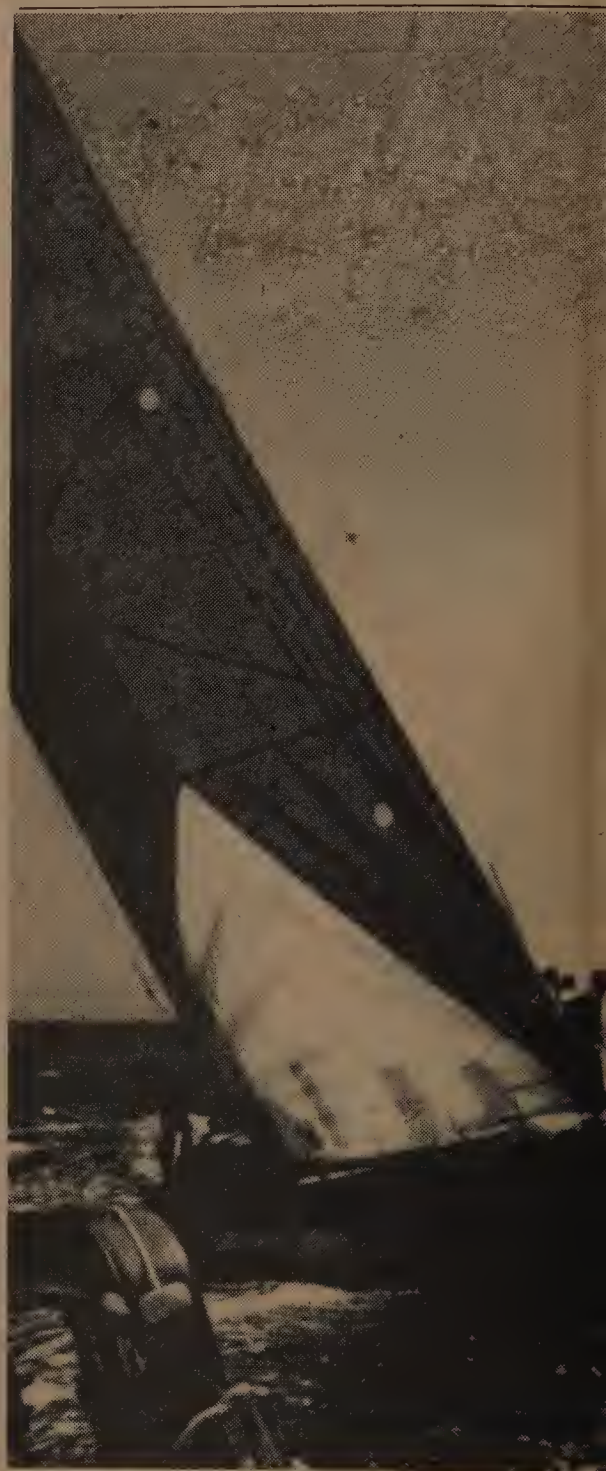
You may have seen some sails on the Bay recently with little holes cut in them from top to bottom. They are not the result of some new breed of super termite that feasts on Dacron and Mylar. They're called vortex generators and they are aerodynamically designed to help keep the sail from stalling out. Some folks say they really work. Others aren't quite so sure.

Vortex generators aren't a new idea. Airplane designers have used them for years. Instead of holes, though, they use little "fences", which are more like inch-high stubbies, on top of the wings. The fences are located at the point where the laminar, or smooth, flow of air separates from the wing, leaving turbulent air close to the foil. This area of turbulent air is no longer providing lift. The fences create vortexes which mix the smooth air with the turbulent flow and reattach the lift to the wing.

Back in the early 1970's, an engineer and an Ericson 32 sailor from Los Gatos named Arthur Slemmons noticed that a flag sewn to the leech of a sail often curled back instead of flowing aft. "That's an indication that it's in stalled air," he noted. He also knew of vortex generators on airplanes. In 1973, he applied for and received a patent for such devices on sails. Theoretically, the holes would pull air from the windward, or high pressure, side of the sail to the leeward side and create vortexes which would reattach the air flow on the low pressure side.

Slemmons talked 505 dinghy champion Dennis Surtees into putting vortex generators on some of his sails. Dennis tested them against a standard sail and says now that he "got the impression that they improved performance". There was no way to quantify the results, however, and he lost interest when he discovered the 505 class rules did not allow any holes in the sails other than ones for plastic windows.

Slemmons, who was a member of the Sea Scouts in Wisconsin as a kid and sailed Snipes on the Charles River while attending MIT, didn't give up on his idea. In 1977 he gave a speech about vortex generators for the prestigious Society of Naval Architects and Marine Engineers' Ancient Interface Sailing Symposium. He also talked to parachutists and hang-glider enthusiasts. A



pair of the latter put the devices on the tips of their wings and reported less stall and a definite shift aft in the center of lift (indicating that the generators were keeping the flow attached to the wing). They also won the world championships with the devices on their wings.

The techno-blitz of the latest America's Cup campaign brought all kinds of aerodynamic and hydrodynamic oddities out of the closet. Slemmons says that Heiner Meldner, one of the super brains behind the Golden Gate Challenge's USA craft, wanted to try vortex generators on some spinnakers. Slemmons worked with North Sails' Larry Herbig on the project. They put tufts on a spinnaker and tried to figure out where ex-



Action at the mark during Newport Maxi Regatta.

SCOTT EASOM

actly the holes should go, but Larry says the point at which the air separated from the chute varied greatly depending on trim. Herbig bagged the idea, although he does remember seeing some weird little foam balls on Buddy Melges' *Heart of America* 12-meter mainsail which may have been there for the same purpose.

Slemmons has worked with Buddy, who makes boats and sails in Zenda, Wisconsin. Although the results from Buddy's tests with a C-Scow mainsail weren't conclusive, Slemmons says that Buddy wants to work on the idea some more in the future. He also claims

that Dennis Conner's chief scientist, Peter Lissaman, recommended vortex generators for *Stars and Stripes*, but they never got around to doing it.

Enter Don Goring, the Alameda sailmaker who has never shied away from novel ideas. He's one of the fellows who invented the radial head spinnaker, for example. Don figured he'd give the vortex generators a try on his Van de Stadt 30, *Starbuck*. He reports that the 20-year-old sloop is much closer winded as a result. Don talked an exhibitor at the January boat show in Moscone Center into hoisting a jib with the holes cut in it on his mast.

Goring has added the generators to several sails that you may see on the Bay.

Bill Hansen of Wingwing sails, the board sail maker from Berkeley, is also trying out the concept. The major unanswered question is whether the extra cost of installing the gizmos will be worth the added speed or close windedness. Larry Herbig, who has seen many sail innovations come and go, doubts it will be revolutionary. "You're not going to double your speed with them," he says.

Sure is a great way to start a conversation, though.

— shimon van collie

## Race Notes

When the music's over, turn out the lights. The **MORA Long Distance Race**, 437 macho miles from San Francisco to San Diego in boats under 31 feet, was cancelled in mid-June due to lack of interest. Scheduled to start July 3, the 22nd annual "ultimate midget ocean race" attracted exactly three entries. You didn't need to be a rocket scientist to see it coming: in 1983, 38 boats, an alltime high, participated. In 1984, 27. In 1985, 14. In 1986, 8.

What went wrong? Perennial LDR organizer John Dukat cited competition from the increasingly popular Catalina Race as the main culprit, as well as a general decline of interest in local midget ocean racing. MORA officers say that their race to San Diego may be reincarnated next year, but it's our guess that Metropolitan YC will preempt that effort by creating a midget ocean racing division in next year's Catalina Race. Details available in July, 1988.

Any **Ensigns** out there? This is the 25th anniversary of the Ensign class. With nearly 1,800 built since 1962, it is the country's largest full-keel one-design class. If you're an Ensign owner and want to join the national association, contact Noreen Collins, executive secretary, Ensign Class Association, 7341 Briarwood Drive, Mentor, Ohio 44060.

The **Cal 25 Association of Northern California** will hold a regional regatta July 18 and 19 on the Olympic Circle hosted by the Berkeley YC. The Silver Bowl Regatta is an effort to revitalize the class. Cruising skippers, their families and friends are invited to a weekend of activities during the race, with a rendezvous planned at Angel Island and a cruise-in and dinner at the Berkeley club.

If you're interested, call Albert Saporta at 221-4916 or Ed Shirk at 548-1447.

# CHANGES

With reports this month from **Intercept** on their trip down California and to Hawaii; from **Repose** on Pitcairn Island, from **Heart Breaker** in the Bahamas; from **Ishi** in Australia; from **Spellbound** arriving at Yemen; from **Delia**, sailing San Francisco for Master Marinas; from **Los Dos** on broken engines in La Paz; from **Wildflower** in the Marquesas; from **Salty Dog** in the Sea of Cortez; from **Endeavor** in her return from Hawaii; from Bruce, a St. Lucian match-racing volunteer; and, **Cruise Notes**.

## Procrastinator's Changes **Intercept** — Morgan 36T David & Shirlee Goodgame Cross to Hawaii (Portland, Oregon)

This *Changes* is a year old because I've taken five months to write (and because the editor took five months to get it typeset), but better late than never.

Along with our sons Peter (13) and Bart (10) and friend Ken Petersen, we left Crescent City early in July for a passage down to San Francisco Bay. It was a ho-hum trip except for the variety of conditions encountered. The most hair-raising was the fog off Point Reyes. Hearing a freighter's horn and then seeing him materialize 500 yards astern and crossing our wake was something. He must have seen our radar reflector. But his toot sure shot a dose of adrenalin into us until the fog lifted just before the Golden Gate.



Cruising, Delta-style.

Ken left us in Sausalito as we continued up the Delta to work on our pre-Hawaiian tan. Local knowledge said we could make it

all the way up the Napa River to the Imola Bridge; despite drawing over six feet, that's what we did. Bicycling the wineries to St. Helena was fun until we were faced with the windward bicycle beat back to Napa later in the afternoon.

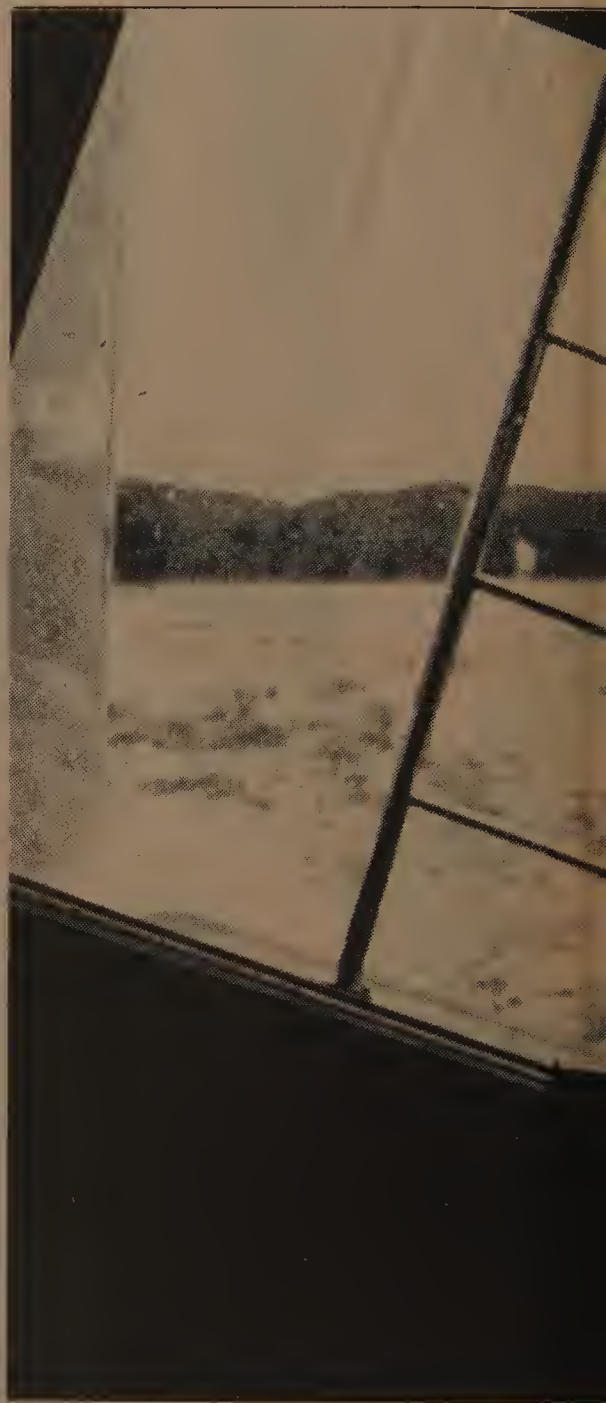
We later followed the San Joaquin River until Stockton's I-5 bridge stopped us from entering the marina. We back-tracked to the Stockton Rod & Gun Club, where we met a great group of people who had some wild stories about shark fishing off Monterey.

Back in San Francisco Bay we were assisted by Scanmar Marine in mounting a Monitor Steering Vane on our boat. What a bargain! Where else could we have gotten the equivalent of three crewmembers for such a minimal investment of time, money and space. The Monitor worked flawlessly on our trip to Hawaii. Out of boredom while halfway to the Islands, I took the tiller once. After ten minutes I gave it back to the Monitor.

San Francisco's Willard Marine was also a big help, upgrading our coastal liferaft to a bluewater model. Barney and T.J. helped sell our old one so that the upgrade didn't shock our cruising kitty as much as the news that our coastal raft was so inadequate. Sure it had a canopy, but you had to hold it up with your hands. Sure it had two air chambers, but only one tube, so if a leak occurred, you would be left with half a doughnut to cling to.

Our 14-day crossing to Hawaii was anticlimatic. Fourteen days of favorable — except for the overcast skies — weather. The biggest excitement was provided by a galley fire. It was due to an overfilled pre-heating reservoir on the alcohol stove. A combined effort of Shirlee's screams and the fire extinguisher brought the situation under control before there was any damage. But it was a gawdawful mess to clean up.

Bears leave claw marks on trees. Dogs piss on bushes. And man, not to be outdone, leaves a trail of garbage across the ocean to mark his passing. We saw no ships during the trip, but were nonetheless reminded each day that man had passed this way before. We set our garbage adrift as a burnt offering, but still felt guilty about it. The spec-



tacular blue color was not meant to be a backdrop for garbage.

Things that worked for us:

- ✓ The Monitor Windvane, which provided trouble-free steering the whole trip. Without a doubt, it's the best marine purchase I've ever made.

- ✓ Dry ice. Thirty pounds kept our ice-box cold for well over a week.

- ✓ Radio Shack radio. Our time signal and weather information source — for less than \$50. It also provided AM-FM entertainment on night watches. The SW1, SW2, SW3 bands always came through with WWV.

- ✓ Light green albacore trolling feather. We snagged a three foot shark and caught two tuna before putting it away just three days into the trip. We already had a fish surplus!



COURTESY OF SPELLBOUND

✓ The Forespar Sea Galley single burner cannister stove. It was great for heating soups, noodles and hot chocolate.

✓ Overhead airplane traffic. This was the only feedback this first-time navigator had as to the accuracy of his navigation. With the Pacific High well to the north, we basically went along the rhumb line and saw air traffic daily. But no ships. The Pauwela Pt. light on Maui's north shore was a welcome sight, as were the six to eight sailboats with spinnakers we saw from 2200 to midnight on August 14. They made a perfect welcoming committee, although none would talk with us on the VHF; undoubtedly they were engrossed in their Kenwood Cup Around the State Race.

✓ *Charlie's Charts of the Hawaiian Islands*. This got us into Kahului Harbor the first night for our first Hawaiian anchorage.

Looking aft out the master stateroom of 'Spellbound'.

The guide has proved to be accurate and helpful since, and has gotten commendations from local sailors I've shown it to.

— david (from a trip almost a year ago)

## **Repose — N/A Tom and Jean Ness Pitcairn Island (Edmonton, Canada)**

Which South Pacific island are you visiting if the locals:

1. Wait on the cliffs to talk you in to the best anchorage via VHF;

2. Come out to your boat every morning to ferry you through the surf to a safe landing and run you back out to your boat each

night;

3. Say the golden words "bring all your laundry with you and we'll do it in a machine";

4. Tour you around the island on Honda trikes;

5. Load you up with fresh fruit, veggies, bread and fish before you leave; and,

6. Are polite when you goof-up and throw your cricket bat after hitting the ball?

Sound unbelievable? But true if you're lucky enough to have reasonable conditions that allow you to drop the hook in a lee somewhere around tiny one-mile by two-mile Pitcairn Island.

We had a mixed bag of winds from Mexico-Socorro-Cocos-Galapagos and then a fine 22-day sail to arrive at Pitcairn the Thursday before Good Friday, where we stayed through Games Day on Easter Sunday. On Good Friday the 316-ft square-rigged cruise ship *Sea Cloud* arrived for the day and added a bonus to our stop as we were also able to visit onboard her.

The Pitcairners are the most hospitable people you'll meet anywhere. We did our best to reciprocate their generosity by raiding our ship's stores and asking what we might have that they would enjoy and were able to make up a bag of goodies, but it seemed a meager gift. We bought several carvings, t-shirts, and philatelic items as much of the islanders' incomes are derived from the sale of these items. Our three days there will never be forgotten.

From Pitcairn we went to Iles Gambier. I hesitate to include this bit but musn't be selfish. Iles Gambier are once again an official port of entry into French Polynesia. However, as there is no bank there you must reach Papeete within 30 days of arriving at Rikitea or Mangareva.

It was heaven, though. Our first flat anchorage in four months. And, best of all, only one or two other boats were there. The people are beautiful and friendly. The bakery makes bread three times a week and ice cream for after church on Sunday. Fruit and veggies are available. Fruit is often free. The serpent in paradise is ciguatera but the fish are still pretty to look at — and fearless. We would have loved to have stayed for three months.

Another fine sail saw us arrive at Papeete May 23 to enter the harbor and see canoe

# CHANGES

aces in full swing, screaming, cheering sections along shore, a blaring P.A. system, freighters stacked up at the offshore wharf, four lanes of bumper-to-bumper traffic off our stern, jet planes overhead. Ah, civilization! I fled below and hid while Tom made a quick trip ashore. He returned to report prices that truly boggle the mind even when you've been hearing about them for months.

Next stops: American and Western Samoa, possibly Fiji, Tonga, and New Zealand for Christmas.

— jean and tom 5/20/87

## Georgetown Cruising Regatta

### Heart Breaker — J/30

#### Larry Henning

#### Great Exuma, Bahamas

Since you ran an article on Antigua Sailing Week, I thought your readers might be interested in hearing about the Georgetown Cruising Regatta, which was held for the seventh time here in Great Exuma.

There were 246 entries this year. There would have been 247, but I arrived in my J/30 the day before the racing, too late to enter. So I ended up on a Nordic 44, *Horizons*. Although the winds were light, six to eight knots, everyone had a lot of fun during the four-day event.

My special thanks to Don Bir of *Horizons*, who passed along his *Latitudes* and to Joel of *Moria*, who organized the great event. Also to the Peace and Plenty Hotel, which puts up with all of us cheap cruisers.

For anyone who will be cruising in the area, the next Cruising Regatta will be held the week in March when the tide is the highest closest to noon on Saturday.

P.S. Say hello to Russ and Brigett on the Cal 39, *Namu*. And if anyone there in the Bay Area knows Karen Irish, tell her I still love her and want her for my first mate. Literally.

— larry henning 5/17/87

## Postcard to Postcard

### Jonathan Paley of Boston

#### Aboard Ishi of San Francisco

#### Cruising Australia

I've only been reading *Latitude* for the past nine months; heck, I'd never really been on a sailboat until a year ago April when the opportunity to sail to the South Pacific presented itself.



'Spellbound's' course from the Seychelles to the Med.

Recently the skipper of the boat I'm now on received about a dozen of your most recent issues from a new crewmember who flew from San Francisco to here in Australia. While perusing your pages, I came across the familiar names of many acquaintances we've crossed paths with in the last year.

One name in particular comes to mind, Rocky of the Swan 651, *Show Me* out of Blue Springs, Missouri. We once enjoyed a rousing round of golf at the Port Vila Country Club in Efate.

Since Rocky enclosed a postcard of a topless woman, I've enclosed a similar card from the "Girls of tropical North Queensland, Collector's Series" to show Rocky, Herbie and Mats and everyone else that there are thousands of beautiful women in Queensland waiting for cruising boats to take them away. And they're not all on postcards.

— jonathan paley 5/28/87

Jonathan — A very angry, humorless realtor from Oakland called to tell us that such postcards — and even tangential jokes about them — are sexist. She promised to punish us severely if we print anymore. We feel like we've been whisked back to the third grade and the nun is about to rap our knuckles with a ruler again.

So don't expect us to print anymore cards of the type you sent, so muddy they wouldn't reproduce worth a darn.

## Spellbound

### Jim Hill et al

#### Aden, Republic of Yemen (Palo Alto)

According to the *Sailing Direction for the Indian Ocean* published in 1986 by the Defense Mapping Agency: "Mariners should, when possible, remain clear of the People's Democratic of Yemen. The United States government does not have diplomatic relations with the PDRY and crews landing in the territory of the PDRY, even under emergency conditions, can expect to be imprisoned."

Alan Lucas' *Red Sea and Indian Ocean Cruising Guide*, published in 1985, says, "Aden is the main center for the PDRY (South Yemen), and despite communistic leanings, welcomes the seaborne visitor."

That's what you call divided opinions. Tomorrow we'll have first hand information on the situation, as we intend to enter the harbor at 0900, completing a passage begun 8.5 days ago at Victoria, Mahe, Republic of Seychelles. (Lucas, incidentally, advises against visiting the Seychelles because of its Marxist government.)

My sons Chris and David and I, were joined in the Seychelles by an Aussie hand, a friend from New Zealand, and my old Star boat partner, Lowell North. We spent 12 days snorkeling, windsurfing, getting to know some outstanding "Seychellois" and U.S. embassy folks. (We do have diplomatic relations *there*, perhaps on account of the large satellite tracking station that's been there since 1962. Cuba and Russia are also on hand, but Libya closed its embassy last year.) We also enjoyed visiting the hotel on Praslin Island, run by the widow of Bill Pomery, a San Francisco contractor who 'discovered' the Seychelles over 20 years ago.

Chris and I and a crew of three had made the 3,750-mile trip from Fremantle to the Seychelles in 22 days. With no engine. It froze up two days out and cost us a couple of days of drifting. Despite the lame engine and the lack of scenery, it was a great trip. We got the Volvo all fixed up by a fine mechanic in Victoria, utilizing parts that were flown in from London in just two days!

We've essentially had a downhill run; from Fiji, via Vanuatu, New Caledonia, Sydney, Hobart and Perth. Too bad our

sistership, *Amazing Grace*, went east to her home in California. After our stop in Yemen, we'll finally be sailing upwind, through the Red Sea. On this route Lucas, the Seven Seas Cruising Association, and everyone else advises stopovers to ease the bash.

One of the enclosed photographs is of our proud flag-maker, Lowell North, who may start a flag shop in Aden. The PDRY flag he is holding is based on an almanac photo and combines elements of a Seychelles and Australian flag. We hope the seven-pointed star passes inspection.

Warwick Tompkins should be pleased to learn that this creation of his has spoiled Lowell (and we Hills) for cruising on any other sort of boat. We go fast — and in comfort. In fact, I'm writing this in the aft cabin, with both 'back windows' open, while we're doing nine knots with the chute up.

I only hope that Tom Riggs will get a chance to enjoy *Amazing Grace* the way we have enjoyed *Spellbound*. He has to understand that not *all* passages are uphill. We do fine going to weather, but a taste of 40 to 50 knots on the nose enroute to Hobart was enough to convince me that westward around the world is the correct — albeit long — way to go.

My wife Robbie, and my daughters Lisa and Amy will meet us in Greece or Turkey in mid-June for some island-hopping.

— jim hill 5/14/87

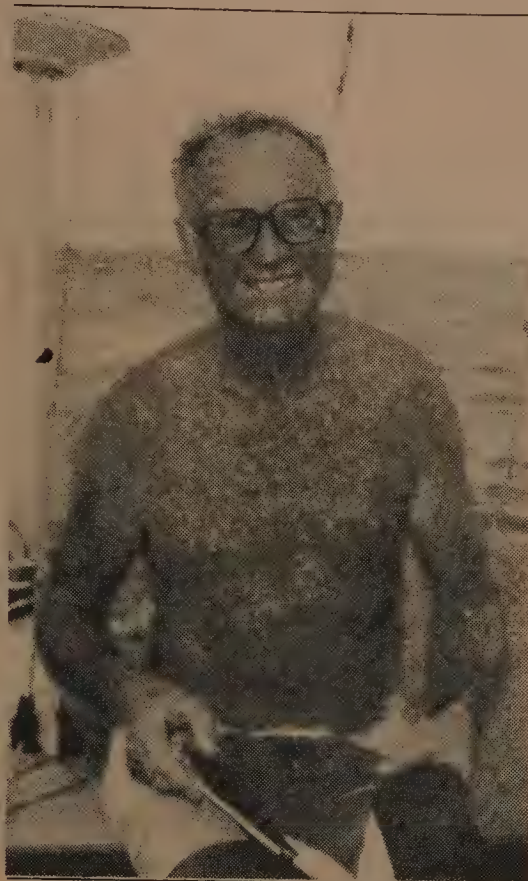
*Readers — While we don't have the details, we know that Spellbound survived her time in Aden. Hill very briefly spoke to us over the telephone on June 9, from Port Suez, and said he expected to reach Port Said and the Med by the following morning.*

**Delia — N/A**

**Kathie & Craig Willis  
North to Master Mariners  
(Ventura)**

Well, we made it to San Francisco! After long delays at Point Conception, we spent a week at Port San Luis, a night at San Simeon, and a night at Monterey before departing at midnight in rain and drizzle so as to be able to enter the Golden Gate on a flood the next day.

Other than Conception, the only bad seas were off Pt. Sur: large, confused and breaking from different directions. The gods



Lowell North called upon his sailmaking talents to fabricate a reasonable facsimile of the flag of the Democratic Republic of Yemen.

smiled on us, with fair winds and sunshine for our run down the center of the Gate, where we soaked up the view.

We stayed at the Berkeley Marina prior to the Master Mariners, having paid in advance to assure ourselves of a base to work from. Our Southern California friends on *Bequia* were there waiting, so it was a happy reunion and arrival.

We spent the week dealing with odds and ends on the boat, which had handled the passage well. Our only problem had been with a fuel filter. But then our autopilot, a WP 4000, acted up near South San Francisco after some hard driving. But I'm glad to report that the folks at West Marine handled the matter well. We had our unit back in a week, one that spanned Memorial Day Weekend. The autopilot was returned fixed, with extra belts and new wheel clamps — and at no charge!

Preparing for the Master Mariners Race and the Golden Gate Bridge celebration, we found our way around and met many helpful folks. The harbormaster at Berkeley was particularly nice; very helpful with messages and never once made us feel like we were imposing.

We sailed the Master Mariners course on Friday — it was more fun than could be imagined. Sailing on the ebb was best. That night the two Southern California entries celebrated at Spengers. More fun!

Race day found some confusion at the

start. By the time we figured out the flag sequence, we were shocked to sail past the race committee boat and discover we still weren't at the starting line!

But the sailing was terrific, the competition high and energy flowing. I was often in fits of laughter over the frequently heard b.s. about Southern California sailors and light air. It was hysterical; yes, we were bashing along in 30 knots of wind, but on a lake surface! We saw 8.6 on the last leg to the finish line.

In Southern California, Katie and I sail to the islands year-round. We see plenty of 30 knot winds and higher, santanas included. The difference is when you try to go to weather in 12 to 15 foot seas; that's a whole different story.

As for light air, yes we get it in the summer, and then you have to *sail!* You can't just tuck in a reef, aim the vessel in a gale and go. So no more of that b.s.

But San Francisco Bay has to have the greatest sailing conditions we have ever seen. No wonder folks are so addicted to the area, as it's truly incredible. The tides and currents add yet another aspect, one that's interesting as well as frustrating.

We don't know where we finished in the Master Mariners Race; we just know that we finished in two hours and 20 minutes. We poled out a sail on the Cityfront instead of setting a chute, which was a mistake. You live and you learn.

*Bequia* took 5th, not bad considering a 1:10 p.m. start. The race uses an interesting handicap system, and we hope more Southland boats will come up to participate. Cause who cares where you place, the sailing conditions make it all worthwhile. Anytime you can sail in gale winds on a lake surface is a treat.

The post-race party at the Encinal YC was nice. They were excellent hosts when you consider the sheer number of people involved.

We made the parade for the bridge celebration as well as view the fireworks that evening. All in all, it was a tremendous weekend. We had dinner with our friends and the crew of the *Californian*; the last time we'd had dinner together was at Smuggler's Cove on Santa Cruz Island. That time 'Jeff the Chef' had dinner sent to us on *Delia* by long boat for Kathie, myself, and skipper Scott. It's always a pleasure crossing paths

# CHANGES

with those folks.

So now what? Well, we're going to get the feel of the area by sailing around and putting into various marinas and anchoring out. Then we'll head up to the Delta to do some berm-hopping. We hope to meet a lot of Northern California sailors. Thanks for the great welcome!

— kathie and craig willis 5/31/87

## Mexican Broken Boat Blues

Dennis Williams

La Paz

(Redondo Beach)

It was in La Paz that the rattling sound from our vintage engine became too loud to ignore. At full throttle *Las Dos* barely made three knots. The black, oily exhaust was downright depressing. My wife Janet and I



JANET CALVERT

Carlos the hero and Palmer the rebuilt engine.

were to discover that being broken down in Mexico had the elements of a movie plot: suspense, foreign location and a couple of

heros.

"Maybe it just needs a tune-up," I lied to myself. I dreaded tracking down replacement parts for my Palmer, which hadn't been manufactured in years. Scarce at home, replacements were nonexistent in Mexico.

I tinkered with the timing, carburetor adjustment and worried about fuel quality. Well-meaning cruisers — some awaiting boat parts — supplied plenty of advice. The tune-up and advice were little help. I decided to find a mechanic.

Roberto quickly diagnosed a dirty carburetor. When he returned from his auto repair shop, our carburetor was painted a cheerful light green. The rattling and smoking continued. So I said *adios* to Roberto.

Mechanics were available at both of the Abaroa's boatyards in town, but none spoke English. Finding an interpreter to help answer the 1001 questions bound to come up seemed too much hassle.

Next I tried Carlos Velarde, a marine automotive instructor at the local trade school. He didn't ride in on a white horse, but rather drove a cream-colored Dodge.

Carlos probed the Palmer with gentle, experienced hands and listened to its wheezing. He asked questions in passable English. Carlos, who obviously knew his way around marine engines, said the Palmer needed major work.

But before yanking out the engine, I had to learn whether replacement parts were available. I wrote RS Marine Engine in San Pedro, and Jack Balch (hero #2) replied promptly. Yes, he wrote, parts were available and he'd be "happy" to ship to Mexico. He even enclosed photocopies of the parts book to eliminate screw-ups. Whew! Now I won't have to repower with another engine, an expense our cruising budget could hardly afford.

In about 40 days the parts arrived by mail (shipping by air would have been faster, but more costly). The timing case gasket wasn't available, but Jack explained how to splice the one sent to make do. He also sent extra rod bearings because of a possible problem. Damn, it's nice to work with somebody who anticipates problems. The parts cost \$340, including postage. Mexican customs was no problem. They charged a \$2.50 "administrative fee".



Next, I looked for some way to get the 22 hp engine back into my sloop. Carlos had removed the engine piece by piece and piled it into a *panga*. "I needed to disassemble it anyway," he explained. Yes, this was Mexico.

The sturdy crane on *Marisla*, a pre-World War II converted Buoy Tender, caught my eye. The former U.S. Coast Guard *Columbine* has been a familiar sight in La Paz since 1956. Owner-operator Richard Adcock charged \$30 for the crane service. The plot was thickening nicely.

Carlos worked a little over two weeks to rebuild and install the engine. Coincidentally, friends from California arrived for a visit the day the engine went in. The Palmer, now tamed, purred quietly and strongly.

Carlos charged \$320 for the labor and gave a 90-day warranty. From the time he stepped in, the repair took two months. Total cost including parts: \$690.

In review, I lucked out finding a good parts man (and the parts). One time it took six months to get the right ignition part for my Seagull outboard. There are many Jack Balch's in the States: thorough going pros happy to do a little more. I should have gotten to know several before leaving (sadly, my own mechanic had died). I now carry a complete parts list for the Palmer and outboard.

On the up side, we got reacquainted with sailing by taking a lighter, engine-less *Las Dos* to the nearby islands. We sail much more now, which will make the old Palmer run many years longer.

— dennis williams 6/5/87



SALTY DOG

**Wildflower — Wylie Hawkfarm  
Skip Allan  
Nuku Hiva, Iles Marquises  
(Capitola)**

It's difficult to believe that 100 years ago the Marquesans would invite you to dinner and you would end up as the main course!

Nowdays we're the lunch for the 'flying teeth' aka the 'no-see-ums'.

We sailed direct from Santa Cruz to paradise in 22 days, stopping for a brief swim at the equator.

Linda saw a baby shark while snorkeling yesterday and ran atop the water back to the boat. So far we've landed three 40-lb fish.

Robin Rose is coming down next month. Could you mail us a Santa Cruz 70 so we can fit us, our gear, two sailboards and bicycles, etc., aboard? Perhaps 27-ft is a bit small.

Mmmmm-mmmmm, good fruit and baguettes here. Water temperature is 86°.

— postcard from skip allan  
forwarded by steve taft 5/25/87

**Salty Dog — Motorsailor  
David and Diana  
Sea of Cortez Update  
(Long Beach)**

Here's what's going on. At Puerto Escondido the entrance channel is now so deep and wide it's no longer necessary to "close your eyes and go". Although the inner anchorage is ever beautiful, we still prefer the 'waiting room'. As reported, the boat ramp looks great, but the *playa* is a disaster.

Loreto is growing up. Main street has finally been paved. Need we say more?

The deserted commercial docks at Baja's Santa Rosalia. Can tourism replace the smelter?

The beaches at Bahia de la Concepcion are as full as ever. Club Med, eat your heart out.

Mulege — everyman's favorite. The holding ground is excellent and Concepcion close if things get bouncy. Poking in the river is *mucho peligroso* if your boat draws much.

They've closed the smelter down at Santa Rosalia so now the air and harbor are clean once again. Not only that, they've got the best docks at Baja, with potable water, electricity, Tecate beer, fuel, provisioning and a stroll past the Eiffel-designed church to the best-yet *panderia*.

The all-season port of Santa Rosalia is now our home-away-from-home. It's even got a boatyard with a surplus of craftsmen from the shut down smelter.

— david and diana 5/20/87

**Life At Sea  
Endeavor — Cal 29  
Bob Venton's Return Trip  
From Hawaii Last Summer  
(As told by Jed Mark)**

It was 0600 on my fifth day homeward bound from 'Hon-o-roo-roo'. I was drinking coffee down below, working out my morning sight, with the jenniker flopping around in the light air.

As was my habit, I climbed topside for a quick look around. Nothing. But wait a second; the jenniker was starting to wrap itself around the forestay. Well, no worries. I would go below, set down the coffee, slip

into Topsiders to avoid the stubbed toe, and go pull the wrap out.

My preparations only took about 20 seconds, but naturally by the time I got on the foredeck the jenniker was wrapped bar tight around the headstay. No amount of pulling, pushing, pleading or praying had any ameliorating effect.

My next step was to retrieve my coffee and slowly analyze the situation. The weather forecast called for no change in the weather, so there was plenty of time to think the problem through.

I remembered hearing somewhere that the trick was to go to the top of the mast and unhook the halyard, then start unwinding the sail. Okay, that would be my plan. Now, who do I send up the mast? Since I'm singlehanded, it's an easy decision.

But where did I stow the super-duper nylon belt ladder? The one my good buddy Frank manufactured for me, copies almost exactly out of a magazine. Yes, it must be in the forepeak, cushioning the dozen eggs. After much searching through the chain-locker and several other dark and shallow places, I find it, under the potatoes and next to the canned beets.

I drop the main and use its halyard to hoist the untried beauty to the masthead. Gosh it looks good! Now I rig a safety line using my harness and tether. My first step seems alright, but I soon find that every five feet it becomes necessary to lash the nylon ladder to the mast. Now I am just short of the spreaders, but due to the stretchy nature of the nylon webbing used in making the ladder, it's becoming exceedingly difficult to remove a foot from one step to climb up to the next. And of course, with the main down, the boat is rolling from side to side in really rather calm seas.

Then the lashing that hold the ladder to the mast come free, allowing the ladder to swing wildly with each roll of the boat. After swinging outboard and hitting the mast with several slaps, the inside of my legs are rubbed raw from their death grip on the aluminum. All right, let's just see how quickly we can extract ourselves from this solution and try something else.

So I drink some more coffee and — hey, I've got the answer! Since the ladder won't work, I'll undo the vang, reave some long line, sit in the bosuns chair and pull myself to

the top. Do I know where I've hidden the bosun's chair? Yes, at the very bottom of the cockpit lazarette.

Have you ever sailed a 29-ft boat to Hon-o-roo-roo, lived onboard for three weeks, then started the month-long trip home? If so, you have some idea of the tremendous amount of gear one can cram into a cockpit lazarette. But the bosun's chair is there, and much later I've managed to get it out.

Now then, what line do I have that's long enough to do the trick? Some of the yellow stuff seems like it would be long enough, so let's get it reaved and use the main halyard to haul the vang to the top of the mast.

By the time I've hauled myself up to spreader level, two things come to my attention. The first is that the line has begun to twist, bind up and not feed through the blocks properly. Second, I look up and see the bolt halfway out of the cam cleat on the vang. Quickly now, let's get those raw legs back tightly around the mast and get down fast — but not too fast!

By now it's time for a Granola bar, warm Coke and another 'think-it-through' session. Of course! Why didn't I think of it before? I'll start the engine and motor slowly around in circles and the gentle breeze will unravel the bar-tight mess on the forestay. At least so I've been told.

So I turned the key and good ol' Betsy kicked right over. I warmed her up for a few minutes and then slowly put her in gear. Wump! That's as close as I can come to describing the sound a jib sheet makes when it catches in the prop and stops the engine.

For this eventuality I am fully prepared. I have a transom-mounting ladder, although naturally it's bee stowed at the bottom of the cockpit lazarette so it won't interfere with the self-steering gear. I don't want to dig through that lazarette, but we do what we have to do.

Then I need a face-plate, a snorkel, and a knife on a lanyard. The face-plate and snorkel are at the bottom of the cockpit lazarette; the one across from the one that contained the boarding ladder. But in due course all the necessary gear is procured.

Completely outfitted for the task, I ease myself into the water, placing one hand on the rudder, which happens to hang past the transom a bit. Another step down and the rudder swings, pinching my hand between the rudder and the bottom of the hull.



SALTY DOG

The \$64,000 question. Was this Baja church the work of the same guy who did the Eiffel Tower in Paris? You bet your burrito it was.

#!&% #!!!! It hurts! But then a gentle swell pushes the rudder back and my sore knuckles are freed.

The jib sheet was easy to pull free from the prop, and there was no damage. Although as I climb up out of the water, my feet slip on the bottom rung, bloodying both my shins. Hurt as it may, the thought that went through my mind was *sharks!* It's the one thing that almost allows me to walk on water.

As I pulled my weary body up through the stern pulpit, I looked forward and saw — yes, the damn jenniker flying free, filling with the first of the evening breeze, no longer with even a single wrap on the headstay.

There remained but a single chore. Splice the main brace, for it was now 1800 hours.

— recalled by jed mark

## **Volunteer to St. Lucia Bruce Adornato & Friends Aqua Action Week (Coyote Pt. YC)**

On a rainy morning last February, Jerry Javer, a neurosurgical colleague of mine, asked if I knew any Bay sailors who would be interested in a Caribbean sailing regatta. There was a catch; everything — the boat, the airfare, the food — would be free. I volunteered myself and my wife.

The explanation for the free vacation was

that the island St. Lucia is trying to establish an answer to Antigua's Sailing Week, and was seeking international crews to race a one-design match race series called 'Aqua Action'. Four years old, it is sponsored by the St. Lucia Tourist Board, the Moorings charter outfit, Hill and Knowlton, and others. The idea is to promote tourism to the island.

St. Lucia was unknown to me except for a brief paragraph in an article on the Caribbean I'd read a few months before in *Latitude*. Located between Martinique and St. Vincent — both were visible on clear days — it's said to be the most beautiful island in the Caribbean. We wouldn't disagree. Twenty-seven by 14 miles, it's mountainous, features lush banana plantations and is connected by a winding, two-lane black-top road. For the most part it's undiscovered, and we Americans were — quite happily — in the minority. There are no McDonalds, no Hyatt Regency hotels.

We flew the red-eye, courtesy of American Airlines, to New York, then caught the St. John special from Kennedy, replete with children, chicken and chicle. From San Juan to St. Lucia, we flew with a coterie of reporters and publicity types. The Tourist Board greeted us at the airport with rum punches, photographs and in general gave us celebrity status, something which we easily became accustomed to. After expanding our consciousness with a few rum

punches, it was into the right-hand drive Toyota van for a high speed trip to Marigot Bay.

Marigot is a well-known hurricane hole, and a single view of this small blue-water harbor was enough to make us want to burn our passports and wire home for our things. The entrance is just 200 feet wide between two cliffs, then opens into a deep water harbor about a half mile long. The harbor is filled with Moorings charter boats and surrounded by little cottages on the hills, two bars, and a restaurant.

Shortly after arrival, we were introduced to *Six Pact*, the Moorings 51 that would be our home for Aqua Action Week. The 51-ft boat provided four separate staterooms, each with its own bath and shower, as well as a huge salon, galley, and nav station (the latter of which we never had to use). As we were told repeatedly — and would learn — the Moorings charter group is the best. The boat was perfectly equipped from parallel rules to Heineken beer, from dinghy to outboard, from sailboard to snorkel gear.

Aqua Action Week is held during Whitsuntide Weekend, an obscure — to us — English holiday. Since our crew included two British compatriots, Brian and Gillian Humphries of London and Los Altos, we felt reconciled. Our other brave crew were my wife, Mary, who remained incredulous of our good fortune all week, and three aerobic engineers; Gary Heineman, Jim Wasson and Jan Hughes.

Included in the Week are big boat match racing, sailboard regattas, Sunfish racing, as well as some local events such as a raft regatta. Unfortunately, I would miss most of the beach activities due to my involvement with protest hearings.

The actual regatta took place at Rodney Bay, a pleasant two-hour reach in warm and steady 15 knot trades from Marigot Bay.

For the big boat racing, the Moorings provided eight perfectly-matched new Beneteau 37's, each of which had been delivered several hundred miles upwind from the British Virgins. With their relatively shallow draft and long keels, the Beneteau 37's are not racing boats, but they gave more than decent performance and had beautiful interiors.

The match racing was between teams from ten different countries, most of them

representing Caribbean island-nations; B.V.I.'s, Antigua, Barbados, St. Lucia, Trinidad, St. Vincent, etc. It also included a powerful Irish duet; the Royal Irish YC and the St. George Royal YC, as well as the Royal Naval Squadron. We considered renaming our group the Royal Coyote Pt. YC, but lacked the appropriate inhouse legal representation. However, our Coyote Pt. team was distinguished by not only being the participants who came from the longest distance, but also by being newcomers to the Caribbean as well as the only group that dared to bring our wives along as part of the maximum crew of seven.

The starting line at Rodney Bay stretched between *Defender*, a St. Lucian coast guard vessel, and *Unicorn*, a three-masted wooden sailing ship filled with local and international merry-makers.

The weather was basic Caribbean stuff; 90 degree temperature and 90 percent humidity, fortunately tempered by 15 knots breezes. Sparkling water was the drink of survival.

Our first race was against the Antiguan team, the one that was to become our arch-rival. The tone for the rest of our encounters with them was set when they protested us before the first race had even begun. They won the race, and it stood when our protest of a port/starboard indecency was nullified. It was a poor introduction to this business of one-on-one sailboat racing.

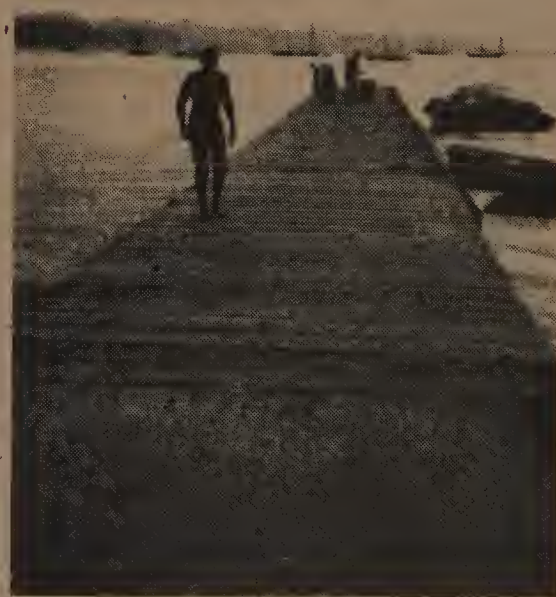
We won our second race — against the Royal Navy — by sheer endurance, getting the best of a .75 mile tacking duel. It was a tribute to our — relatively — pristine lifestyle. Early to bed, early to tack.

The third race was demoralizing. The Martinique group, sailing what was reputed to be the slowest boat with the oldest sails, nonetheless flew past us on the downwind leg without even bothering to wing out the jib. In my opinion, it was a clearly case of voodoo. Unfortunately for them, their group had no respect for the various racing rules, such as the one against barging. (Locals tell us violation of such rules is in the best French tradition.) In any event, they were disqualified during one of the evening seances in the protest room, leaving us with two victories in three races.

Day Two was a brighter one for the Coyote Point team. So far, however, I had

just seen the inside of two boats and the protest gallery, having missed other attractions such as the beach, the bar and dinner. On this day we raced against the St. Lucia YC, whose skipper was Eddie Marez, a gentleman who is also the harbormaster at Rodney Bay. Northern Californians may recognize the Marez name; Eddie's father Arch used to sail out of Santa Cruz with the *Swan 44*, *Avril* and the Schumacher-designed open-dingy, *Eclipse*. The latter, many Santa Cruzians will remember, sank on the back of a wave last year and wasn't salvaged until a day or two later. Both Marez boats now live at Rodney Bay, which isn't surprising, since Arch Marez owns the marina.

Although Eddie is a local, we won a slick victory in that race, pumped up by the previous day's experience. Eddie claims he had a problem with headstay tension, but it didn't tarnish the four-minute victory in a four-mile race to our minds. Our triumph was made all the sweeter by the *deus ex machina* appearance of Roxanna Frank of the Coyote Point YC, who just happened to



Lucia, John, Thomas, Barts, Vincent — all the Caribbean St.'s are a lot of fun.

be cruising St. Lucia in *Pacific High*.

The heaviest race of the day was our tangle with the Royal St. George YC. They

were experienced, semi-professional yachtsmen who had raced together for some time. Somehow we pulled it out, however, beating them in a long tacking duel. We were protested over the fact we called for room rather than smashing a Moorings 51 with our Moorings 37. I emerged victorious from my second-ever protest meeting, and we were in the finals.

To make a long and painful day short, we lost gracefully in the first round of the finals to the Royal Irish YC team, and then lost painfully to our archrivals from Antigua. In the end, the Royal Irish won, and deservedly so. We'll get 'em next year.

The best part of the week was the St. Lucian social calendar. 'Jump-ups' they're called. The locals were very friendly, there was reggae music everywhere, and for those who wanted it, shoreside accommodations were as low as \$40 a night. If any of this sounds interesting to you, contact The Moorings or Anthony Bergasse at the St. Lucia Tourist Board (just write the Tourist Board, Castries, St. Lucia, West Indies, and it will get to him).

— bruce t. adornato

## Cruise Notes:

California and Mexico cruisers from 1983 and 1984 might Candy and Cary Smith of Redwood City, who went cruising in *Dalliance*, a 28-ft, hard chine, wood double-ender designed by George Buehler of Bainbridge Island. Cary had built it himself. Perhaps the most unusual part of the trip was their transit from the Pacific to Atlantic oceans. Most cruisers do it by way of a canal down around Panama. Not the Smith's. They went overland, 1,700 miles from Manzanillo to Progreso, Mexico, on a railroad flat car. It took 14 exciting days, during which they weren't confronted by banditos once. Ultimately, they and Spencer the Cat sailed up to Florida and then as far as Washington, D.C.

Like a lot of folks, the Smiths decided they wanted to move up to a larger boat. So for the last year or so, Cary has been devoting all his time to the construction of a second boat, *Mirage*, a "gizzmerized" 41-ft steel sloop. If all goes well, the boat should be launched on July 15 at Redwood City.

The Smith's plan is to cruise the west coast of South America, and while they've got all

the charts, they're eager to hear from folks who have some firsthand experience cruising there. If you've got it, you can write them at Box 2664, Redwood City, CA 94064; or call (415) 325-4380. There's not a huge rush, however, as they'll be around until September of 1988, fixing up the boat and building the cruising kitty.

Candy and Cary wanted to pass on some advice to Robert and Virginia Sudbury of Marina del Rey, who in the June issue expressed a preference for simple boats and oil lamps by writing: "Call me crazy, but I don't like 'doing it' under a spotlight". To which the Smith's respond: "You can't do 'it' under any kind of light — including moonlight — when it's 100° and 100% humidity." It's more plain and simple than the Pardey's philosophy.

Since we touched on the subject of cruising South America, that reminds us that most *Changes* readers have followed the progress of **Windchild**, Pam and John Faulkner's Mariah 31 from Redwood City. They've gone from Tahiti to Chile, to Reru, to Ecuador and then up to Mexico. Just before going to press we learned that the cruise ship *Tropical* had received a distress call from them indicating they'd gone on the beach off Baja.

Subsequent reports indicate that they had dragged anchor at 0200 and gone on the beach 15 miles south of Punta Tosca. The grounding put a five foot vertical gash in the starboard side of the hull. While the boat has been seriously damaged, we're happy to report that Pam and John — and their two cats — are apparently unhurt.

Apparently some 20 cruisers from La Paz, including a fiberglass expert, have arrived on the scene to try and be of assistance. The situation is described as "hopeful", although if the boat is to be salvaged, it must be pulled back through the surf into the open water, after which it would be towed to San Carlos in Mag Bay for more extensive repairs.

Our heart goes out to Pam and John, and we wish them all the luck in the world for their salvage efforts.

The peso in Mexico? We hear it was 1250 to the dollar as of June.

The franc? In the French West Indies it was between 5.70 and 6.00 to the dollar.

The yen? We don't know of anybody cruising in Japan.



If you're going to French Polynesia, you'll want to pick up **Tahiti, a Traveler's Guide** by Frank and Rose Corser. The Corser's, who are known and loved by scores of cruisers who visited the Marquesas in the last decade, sailed to French Polynesia from California on their boomless Cascade 42 sloop back in 1977. Shortly thereafter they opened up the Keikahanui Inn at Taiohae, Nuku Hiva, the Marquesas. As one cruiser remembers, "They're lovely people who helped so many cruisers. Every now and then a cruiser would shit on them by not returning a borrowed tool or something, but they were still delighted to assist the next cruiser in need."

While in Tahiti the first time on their boat, the Corser's couldn't easily find the goods and services they needed. Feeling there was a need for a general guide, both for common tourists as well as cruisers, they put one together with the assistance of fellow cruisers. That was back in 1978, and the guide only covered Tahiti. They recently released their fourth edition, and it's much more ambitious. It offers complete shopping and services information for all the islands of French Polynesia. This includes all the Mar-



LATITUDE/RICHARD

quesas, the Tuamotus, the Gambiers, the Australs — the whole bunch.

You'll find history, airline and lodging information, where to shop, where to get showers, where to find a seamstress, a French/English dictionary — tons of just the information you'll need if you sail there. Frank and Rose say you can pick up copies at Southwest Instruments in San Pedro, Pacific Marine Supply in San Diego and Powell Bookstores in Portland. Or, you can order directly from them at Box 272, Bieber, CA 96009, for \$7.25.

The Corser's report that they'll be spending the summer in Bieber — near Alturas — before returning to the Marquesas in October so as to have their Keikahanui Inn at Taihoe, Nuku Hiva, ready to greet the South Pacific cruising class of '88. Incidentally, any cruisers headed inland as far as Bieber are invited to drop by and visit the Corsers.

There's been a lot of discussion in these pages about when is the best time to depart California or Mexico for the Marquesas. Here's what the Corsers have to say:

"There are no hurricanes in the Marquesas. Last year's cruisers, due to a fear of the hurricane season, did not arrive until our

Antigua. Marvin and Leah Rosenberg had fun on 'Palio' there; so did most of the charter group on 'Big O'.

rainy season had started. There is no reason not to leave the West Coast at the first of the year; the only concern would be *chubascos* off the coast of Mexico. Even the ITCZ should be less of a hassle in December and January. January is perhaps the most pleasant month in the Marquesas."

Brad and Diane Jones of **The Kattle Marie** have an answer for Dobie Dophin's inquiry about a recent location of the cargo-carrying sailing vessel, **Edna**. Her captain, Jim Linderman, dropped them a postcard indicating that *Edna* was bound for Palau via Manila, and then from Palau to Hong Kong and Shanghai. She should be back home in the Bay Area by early August. Her current cargo? Twenty tons of dynamite. "Steady as she goes," suggest the Jones.

Marina del Rey friends of Marvin and Leah Rosenberg on the Morgan 60, **Palio** might be interested to learn that as of April, they were anchored in Sapodilla Bay, Providenciales Island of the Turks and Caicos Islands. Since Antigua, they've been in 33 different harbors and anchorages, berthed in

eight marinas, and tied up to three buoys. We'll try and detail some of their adventures in our next edition.

A few months back, June and Fred Kearny, now of Port Alberni, British Columbia, dropped us a line wanting to say 'hello' to old cruising friends. From June '84 to July '85, they cruised their Bayfield 29, **Yeoman**, in the Sea of Cortez and then sailed to Hawaii where they enjoyed five weeks. The 38-day trip back to British Columbia wasn't so pleasant. It was wet and the forestay broke. Fortunately their boat is cutter rigged and they were able to carry on. "Call us when you're in British Columbian waters", they ask of old friends.

Another letter with some cobwebs on it came from Donald and Nora Worely of **Proxy** in La Paz. During an automobile trip back to San Diego, their Ford van was struck by a truck that went out of control on a curve. They want *Latitude* readers to know "... of the wonderful treatment we received from the people who work at La Pinta Hotel at Catavina. When they heard of the accident, they drove to the scene, took my wife and passenger to the hotel, and then returned to be with me until a tow truck arrived five hours later. They offered me cold drinks, sandwiches, watermelon and a place to lie down and rest. I had two broken ribs."

Donald continued to say that almost every Mexican national that passed on the road stopped to offer assistance. The police and insurance adjuster were helpful and the hotel offered to store their belongings as long as necessary — for free.

"To sum it up," they say, "we could not have received more consideration and help. There is no way we can sufficiently express our love for the Mexican people."

We received a long letter from Mark and Kay Rudiger on the Carlsen 29, **Shadowfax**. They entered their completely restored wood boat in the Auckland to Fiji Race, and before long had their Southern Hemisphere competitors, some of who went up on reefs, realizing that they weren't a couple of yankee chumps out for a cruise. Details next month. Mark, incidentally, was flown back to the States so he can crew on the Santa Cruz 50, *Hana Ho* in the TransPac. Kay remains on the boat in Tonga.

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**FOR SALE: AVON 6-MAN LIFERAFT.** Like new, repacked and certified 1987. New style, never used, cannister. \$1,995. Call T.J. 0830-1730; (415) 261-6226.

**NEW ACHILLES W/9.9 HP HONDA.** Brand new Achilles Model LS-4. Wood transom & floor 8'6" long w/like-new Honda o.b. 9.9 hp. Used less than 15 hours. Invested \$400 in extras for above for total at \$2,540. Asking \$1,850. John (415) 229-4026.

**SAILING DINGHIES.** Beautiful "Jesters" fun for young & old. Light, f/g, 8-ft hulls, 3-piece alum. masts & booms, Pineapple sails, boom vang, daggerboards, hiking sticks. Offering 2: Gray: \$400; lt. blue: \$550. Both: \$900. (209) 896-4988.

**MONTGOMERY DINGHY.** 5'10" by 3'6", includes oars. Good condition. \$250. (415) 365-0162.

**DORY, GLOUCESTER GULL.** 15½' glass & epoxy covered, with removable sliding seat & trailer: \$600. Gil Stratton (415) 447-2434.

**CLASSIC BUTTON SWAN LAPSTRAKE CAT-BOAT.** 19th Century Providence 12½' fishing dinghy. Built 5/87 of Bruynzel ply. Dacron sails & trailer: \$3,000. (415) 447-2434.

**SUNFISH WITH CARTOP CARRIER.** Excellent condition. \$750/best offer. 376-3114.

**EL TORO.** Fiberglass, positive flotation, nice condition. All equipment except mast is missing (easy to make or obtain). \$325. Ron (415) 346-4566 or Henri (415) 922-1941.

## 25-FT & UNDER

**SANTANA 22.** 1969. Good sails, 6 hp, Sausalito berth. \$4,500. 327-7079; 780-2475.

**CATALINA 22.** A well-equipped swing-keel Bay/Delta cruiser with trailer. Has 150, 110, 90, main w/2 reefs, 4.5 hp Evinrude, sailing dodger, galley w/stove & sink. All lines lead aft. Boat is in excellent condition. \$5,000. (408) 842-1787.

**FOLKBOAT.** Classic 1957 25-ft Nordic Folkboat. Excellent condition. Well-maintained. Very sound & tight lapstrake hull. Redwood City slip. Seagull o.b. Must sell. \$6,500/OBO. (415) 321-9419 or (415) 361-1281.

**CAL 25.** Fully equipped & ready to sail. VHF, 6 hp o.b., self-tending jib, spinnaker, galley, head, etc. Coyote Point berth. \$5,400. (415) 726-3342.

**1985 FLICKA.** \$37,000. Call (408) 247-3082.

**25-FT CHEOY LEE PACIFIC CLIPPER** (Frisco Flyer). Stands out from the others with a beautiful varnished teak hull, located in Marina Bay. 13-year-owner must sell for low, low price of \$4,600. (415) 233-1988.

**25-FT NORDIC FOLKBOAT.** Race or cruise this traditional lapstrake one-design. Built 1960 Denmark, Nordic pine on oak. New racing sails, cruising main & 2 jibs. 4 hp Evinrude o.b. Full cover, LPU topsides, excellent cond. \$6,500. (415) 769-8447 eves.

**OLSON 25.** Ready to race or cruise fast! North sails, Signet knotlog, VHF, ST winches, recent bottom. Very clean. \$19,000. (805) 644-5411 eves.

**1976 RANGER 23.** New hardware. New LPU paint & new Pineapple sails. 10 bags total. Must see. Eves. 897-8144.

**FOR SALE: 24-FT SAILBOAT, GLADIATOR.** Good condition. Full keel, Bill Lapworth design. Blue & white hull. 2 suits of sails, plus many extras. Asking \$5,500 or best offer. Call (408) 996-1386 after 5 p.m.

**CHULA, 21-FT DOUBLE-ENDED GAFF** rigged sloop. Air dried mahogany on steam bent oak. 2 reef mains 120, 90, storm jib. Great sea boat. 21-7.29. Mooring in Marshall. Docked Pier 39. Will deliver to Marshall. \$6,000. Brad (415) 986-8184.

**YAMAHA 25 II.** Diesel, dodger, electronics, Harken furling. \$17,500/OBO. Will trade for Santa Cruz 27, Olson 30, Express 27. (415) 522-1561 after 1800 hours.

**MERMAIO 21-FT LAPSTRAKE WOODEN** sloop. Danish built for S.F. Bay. Spruce spars. Honduras mahogany trim & classic lines. Alcohol stove & Evinrude 7 hp. \$2,750. (415) 453-4726.

**ISLANDER BAHAMA 24.** Furling jib, 9.9 Evinrude elec. VHF, stereo, jenkins sail, full pulpits, lifelines, new battery, sail cover, fully equipped & Coyote Pt. berth. \$6,200. 697-7391.

**BEAUTIFUL 22-FT SAILBOAT.** Cape Dory Senior, 4 berths, 2 years old, "big boat" feel, yet easily handled, suitable for first boat. Asking \$13,000. (415) 222-0871.

**SANTANA 525.** Clean, 4.5 Evinrude, Potti, anchor, compass, knotmeter, 2 mains, 3 jibs, one spinnaker & dbl-axle trailer. Klamath Falls, OR. Will deliver. \$10,450. (503) 883-8955.

**1941 CENTURY 16-FT SPLIT-COCKPIT RUNABOUT.** Excl. cond. All varnished, new upholstery. O/H 75 hp Gray Marine i.b. Low hrs. on eng. Full boat cover w/trailer. Easy garage storage. \$12,500. Bob 457-4310; 453-2508.

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**12-FT S.F. BAY PELICAN.** Prof. built 1984 for singlehanded, incl. roller-furled (Tan Bark) jib, mahogany transom & seats, epoxy deck over marine ply, ideal for shallow rough water (CB & flip-up rudder). Outboard bracket \$1,200. Preston (415) 853-1937; 949-0402.

**ETCHELLS 22.** Ready to race, winning history, latest sails, trailer, many extras. \$10,900 cash or owner will finance with \$3,950 down & \$200/mo. Call (415) 548-4159 days; (415) 547-0685 eves.

**COLUMBIA 22.** Excellent condition. 150° genoa. Evinrude 6 hp o.b. Special canvas cover converts cockpit into roomy cabin. Sleeps 6. Docked at Redwood City. \$5,500. Call (415) 322-9191 eves; or (415) 365-6567 days.

**CATALINA 22-FT.** Swing keel, Pop-top, sleeps 5, 6 hp Evinrude, very good condition, Porta-potti, trailer. \$4,500. Leave message. (707) 545-3607 Santa Rosa.

**1969 SANTANA 22.** Recent new black anodized spars. S.S. chainplates, keelbolts & complete rigging. Recent sails, cockpit controlled & race rigged, no o.b. but still great at \$4,500. Call (415) 467-2235 leave message.

**SANTANA 20.** With trailer, outboard, sails, etc. Never used, becoming part of Brickyard landscaping. Save her. \$3,600. Ph: (415) 938-8565.

**23-FT MAYA.** A great Bay sailer & weekend cruiser. Dbl-planked mahog. on oak in bristol cond. 7 sails, spinnaker, heater, stove, sink, inflatable, anchor, head, etc. Best offer. (415) 673-2245.

**CAL 25.** '66. Good condition, 3 jibs, equipped for spinnaker, ds, 7.5 hp Johnson o.b. almost new, head, sink, water tank, etc. Good performer, good Bay boat, well-equipped. (415) 851-7348 eves. \$7,000 or best offer.

**VIVACITY 24, 1973.** Tough coastal cruiser, 10 hp Volvo diesel, ap, ds, VHS, knotmeter, trailer. \$17,000. Mike Borse (415) 492-6242.

**NORIC FOLKBOAT 25-FT.** 1961. Excellent condition. Good race record. Plywood/fiberglass deck. A very pretty boat. \$7,000. (707) 874-3090.

**14-FT LASER.** Good condition. Great day sailing boat for 1 or 2 people. Almost indestructible. Can be car topped. \$750/OBO. (408) 458-0133.

**24-FT DANISH WOODEN SLOOP.** Excl. Bay boat. Dacron sails, no motor. Upwind Berkeley berth. Unfurnished belowdecks. Asking \$3,500. Please call between 7 p.m. & 9 p.m. weekdays; 9 a.m. to 9 p.m. weekends. David (415) 848-2518.

**ISLANDER BAHAMA 24.** Great Bay & first boat. Outstanding racer/cruiser with active club association. Sleeps 5. Bristol thru-out. Too many extras to mention, incl. new 8 hp Johnson o.b. \$6,000. Home (415) 758-0565; work (415) 674-3670.

**CORONA 25 F/G SLOOP.** 10 hp Johnson, good sail inventory & ground tackle. Knotmeter, VHF, ds, shore power, battery charger, dinghy, whisker pole, spreader lights, 2-burner propane, head, water, etc. All you need to enjoy Bay sailing. Deluxe wood int. \$7,800 or trade up. (415) 946-9640.

**MONTGOMERY 17.** Like new. With trailer. Cruising spinnaker, 150 genoa, Saturn compass, cockpit cushions, halyard winches, anchor & line, 5 hp Honda Plus. \$8,700 or offer (408) 923-4223 eves. & weekends.

**MERIT 25.** New Pineapple sails & Honda o.b. Mint cond. Also incl: spinnaker with full spinnaker gear. Perfect for family cruising or racing. Sleeps 4. \$14,900/OBO. Must sell ASAP! Call Steve 656-2880 or 659-8313.

**RANGER 23 — \$6,200.** Moved to L.A. last fall. Boat is at Brickyard in Richmond. Reduced price reflects need to sell, not quality of boat. Fully equipped. Hull No. 5. Seize the opportunity. (818) 883-4342.

**RANGER 23.** Very clean, white hull, 4 sails, 6 hp Evinrude o.b. See at Coyote Pt. 2229. \$9,500 or will consider 1/3 interest sale or 18'/20' fishing boat/trailer & cash trade. (916) 265-8044 collect, early a.m.—eve.

**ALOEN OCEAN DOUBLE ROWING SHELL.** One station, wooden oars, excellent condition. \$1,350. Call Mike Borse (415) 492-6242 days only.

**CAL 25.** Berthed in Sausalito. Good condition. Includes a 6 hp Johnson o.b. Many extras. \$7,400. Call Jim on (707) 545-8614 or Dick on (702) 831-0150.

**MOORE 24-FT. Saltshaker,** a proven winner is seriously for sale. Boat is in better-than-new condition. New Awlgrip on decks, topsides, mast, boom & spinnaker pole. New Micron bottom. Trailer also recently painted. Interior recently customized. Call Carl Nelson between 8 a.m. & 4 p.m. at (415) 536-5548. \$16,000 or best offer.

**CATALINA 25.** 1984. Swing keel. Well cared for beauty. Tall rig, like new main & jib. 7 1/2 hp 4-cycle Honda longshaft, 25-watt marine radio. Pop-top, trad. int. 2-axle trailer, mint condition. Asking \$15,750. (916) 791-4311.

**SANTANA 22.** Great shape, very clean. #565. 2 mains, storm, working & Genoa, marine head, dining table, VHF, knotmeter, compass, 5 hp o.b. Newer rigging & all improvements. Richmond berth. Moving, must sell. \$3,995/OBO. Glenn (408) 438-3299.

**C&C 25.** 1974. Excellent quality, superbly maintained. Too many extras to list. I'm in Florida, boat's in S.F. No reasonable offer refused. Will trade for van or 4-dr jeep. Asking \$12,000. Call locally 388-2537 or 435-9156 or (904) 825-1161.

**VERY RARE AND BEAUTIFUL 1941 16'** double seat, barrel back Chris Craft Runabout. This superb specimen of a lost era of boating has been completely restored & is fully operational. Trailer included. Offered for sale at \$7,800. Phone (503) 726-5700 eves.

**MacGREGOR 23-FT.** 1980 sailboat, trailer, Nissan 5 hp, heavy-duty rigging, many extras, meticulous, Clipper Marine storage, Sausalito. \$4,700/B.O. (415) 695-0456 home; (415) 986-2610 work.

**RANGER 23.** 1976, bristol condition & never raced! Stove, VHF, 2 Danforths, longshaft 4 hp Evinrude, spinnaker, 2 125% gennies, 90% jib. Upwind Berkeley slip. \$10,500/OBO (916) 753-2341.

**ERICSON 25 WITH TRAILER.** Main, genoa, lapper spinnaker, 7 1/2 hp o.b. Lots of new gear. Bristol condition. Must see. \$10,500 or best offer. (415) 837-8823.

**S2 7.3 PERFORMANCE CRUISER.** Fast, well-balanced 24' w/7.5 Honda. Bristol cond. Sleeps 4 w/galley & head. New: standing rigging, working jib, Oatamarine knotmeter, Newmar battery charger, interior cushions, etc. Upgraded winches. Teak interior. \$12,000. (408) 288-5092.

**16-FT WOODEN HOMEBUILT.** Very beautiful lapstrake flat bottom with centerboard, wooden spars, one set sails. Seagull o.b. & trailer. \$1,800. (707) 778-7524.

**CAL 24 WITH TRAILER.** Race or cruise ready. Full keel & centerboard. 7 sails, Hood roller furling jibs. Refitted '85 including interior & cockpit cushions. She knows Northwest sailing. Enjoy cockpit at sundown in campgrounds along the highway! Expand horizons, modest price \$5,000. (408) 395-5344.

**23-FT OLYMPIC OOLPHIN** swing keel sloop with head, stove, inflatable, o.b. & trailer. Sleeps 4. Able Bay & ocean boat. Will consider trades as part payment. I need Avontype inflatable, dinghy, anchor winch. \$5,000. Owner finance poss. 332-7329.

**NORIC FOLKBOAT.** New racing sails, all Harken blocks & cleats, LPU topsides & mast, full boat cover. Excellent condition. Prettiest & best equipped Folkboat available. See this one before you buy. \$6,950. Gary, wk (415) 375-8844; hm (415) 344-6976.

**OLSON 25.** Launched 3/85, Larsen sails, main, 95% jib, mylar 155% genoa, 3/4 oz. spinnaker, VHF, km, ds, compass, 4 hp o.b. C.G. safety equip., mast tabernacle system, ground tackle, bilge pump system & more! \$20,000/offer. Brian (408) 429-6761.

**13 1/2-FT BOSTON WHALER.** 1963 w/well-used Johnson 40 hp. Trailer w/large wheels, misc. & ski equipment: \$2,500. 1984 longshaft Honda 7.5 hp w/alternator, low hours: \$750. (209) 334-6153. 15 Rio Vista Or., Lodi, CA 95240.

**COLUMBIA 23.** Shoal draft sloop. This is a great boat for the Bay, the Delta or lakes. Includes trailer, o.b., Porta-potti, CB, and many other extras. A well-built & good handling boat. Super buy at \$4,200. (209) 527-1835; (209) 521-5955.

**1982 SPRINTA SPORT.** 23' Van de Stadt designed racer/cruiser w/galv. trailer. Equipped for ocean racing. Sleeps 4. Classy European design. Exceptional construction. \$9,000. Ray or Elizabeth (415) 540-7154 off; 465-4490 eves.

**BEST ON THE BAY!** '75 Ranger 23. Fully equipped. Assumable loan. (707) 252-9437.

**CATALINA 22.** Hull #13, built 1971, has fixed keel, North sails & Honda 7 1/2 o.b. Great Bay boat in fine condition. Berthed in Sausalito. \$3,500. (415) 332-4645.

**23-FT ACQUARIUS.** With trailer, 7 1/2 Honda, 4 sails, roller furling, boom vang, VHF, speedo, stove, sink, Porta-potti, oil lamp & etc. Great trailer cruiser, sleeps 5. Must sell. \$6,500/OBO. (702) 883-0148.

**CATALINA 22.** Delta/Bay cruiser with swing keel in excellent condition. In berth & ready to sail. 3 sails including main w/reefs, 4.5 hp o.b., new bottom paint, km, Porta-potti. Asking \$5,699/make offer. (415) 689-3389, leave message.

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**16-FT HOBIE.** 1982 with trailer, Cheetah and 2 hp. For Delta sailing, clean, extras. \$2,250. (415) 523-5494.

**CORONA 25.** Incredible condition. New exterior teak. Overhauled engine. Sausalito berth. 5 winches, 4 sails. Special extras. \$7,000. Eves. 883-3948.

**MOORE 24 — \$9,500/OFFERS.** Sails, trailer, motor, everything you need to go sailing. Cruising or racing, this ULDB is the ultimate in performance sailing. Must sell soon, call Roger (415) 387-4590 days or (415) 681-4150 eves.

**24-FT KETCH.** Cheap liveaboard, propane stove with oven. Reliable diesel, steel hull. \$2,600 or B.O. (415) 332-7258.

**24-FT GLADIATOR** with Berkeley berth. Late model w/4 sails, 6 hp Evinrude, complete boat cover & awning. 5K/OBO. (916) 444-8259.

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**CAL 25.** Set-up for racing. 2 spinnakers, 2 mainsails, 150 genoa, 7.5 Evinrude twin, head, galley, sleeps 4. All new thru-hull fittings. Many extras. \$6,500. 922-0132.

**RHOOS 19 AND TRAILER.** Racing & cruising sails, spinnaker, 5.5 Evinrude motor & gas tank, custom tarpaulin, compass, many extras. \$3,000. (707) 257-0891.

**COLUMBIA 22.** 1968. Sturdy Bay boat with extras. Berthed in Emeryville. \$2,550/B.O. Call Jim (415) 823-9345 work or (916) 933-3218 home.

**1972 25-FT LUGERK F/G SPORTFISHER.** Twin 130 Volvo I/Os, hyd. trim tabs, VHF, ds, flybridge, frig., stove, enclosed head, fish hold, live bait tank, extra props, on trailer. We used it in the Delta & pulled skiers. \$9,500. (408) 926-8636.

**CAL 20.** Prime Sausalito berth. New Evinrude, rudder, race rigged, all lines lead to cockpit. Extras sails (2 spinnakers, 150%, etc.) Many extras. \$3,750. Mike (415) 781-1960 p.m.'s.

**COLUMBIA CHALLENGER 25-FT.** Main, jib, spinnaker, 150% genoa, 6 hp mooring engine, whisker pole, head, sleeps 5, comes complete with life vests, extras, good shape, great buy. \$5,150/OBO. Call Tom (707) 255-3509 days; (707) 664-0417 eves.

**FJ-14 (Equatamar).** In very good condition. Complete with 2 sets of sails, spinnaker and trailer. \$1,300/B.O. Call Doug at (415) 527-4027 (will return messages left on tape).

**INT. 14 BY SCHOCK.** \$1,500/B.O. Spinnaker, main, 2 jibs, trapeze with harness, trailer just rewired. Fast! Tow with a sub-compact. Chris (415) 621-1199 days; 731-4535 eves.

**J/24 & MOTOR.** Used for family cruising. \$8,000/B.O. (415) 493-0625.

**BEAR BOAT 23-FT #45 Orsa Bella.** Classic wooden sloop completely rebuilt in 1981 & maintained in outstanding condition, recently outfitted for racing & cruising. 1986 Perpetual Champion. Full cover, 7½ hp Evinrude, Barients, etc. Sausalito berth. \$8,000. 397-1700 or 669-7307.

**CAL 20.** Great condition. 6 hp o.b. Low cost upwind Sausalito berth. Recent haulout. \$3,200. 388-2152 msg.

**12-FT CATAMARAN.** Can also be sailed as windsurfer. Trailer. \$1,400. 843-4512.

**O'AY 22.** Trailer, 3 sails, Porta-potti, stove, 7.5 hp o.b., VHF, compass, plus other extras. \$6,000 or best offer. (415) 938-7015.

**RANGER (MULL) 22.** 2 mains, 5 jibs, spinnaker. Pulpits & lifelines. 6 hp Johnson o.b. Battery, VHF, ds. Never raced. Many extras! Loaded! Richmond berth. \$8,000. (415) 663-1500 eves.

**CAL 20.** Priced for immediate sale. \$2,750. North sails. (415) 383-5300; (707) 762-9265. Best small boat on the Bay.

**SWEISH FAST IS FUN.** 13-ft fiberglass racing scow. Rotating mast, spinnaker, trapeze. Perfect for a pair of fast kids or very agile adult. Break away from the fleet. \$1,500 with trailer. (408) 354-3182.

**RANGER 23.** Fully equipped including Autohelm. \$7,000. (415) 435-5801.

**23-FT O'DAY TEMPEST** in good condition. Fine Bay sailer, 7½ hp Evinrude, v-berth, Porta-potti, running lights, boom tent, Coyote Pt. berth available. \$3,900. (415) 592-1260 eves & weekends.

**SANTANA 22 #581.** Pineapple sails in excl. cond. Stainless chainplates & keel bolts. VHF, 6 hp Evinrude. New bottom paint. 5-yr-old standing rigging. Many extras. \$4,200. (415) 924-6409.

**17-FT O'AY DAYSAILER.** Fully equipped, excl. cond. Includes Evinrude o.b. & trailer. Great family and/or starter boat. \$2,500 or best offer. (707) 255-7029.

### 26-FT—35-FT

**OLSON 30.** The classic ultralight. Speed & precision. New bottom job. New motor. Datamarine electronics. Never raced. Bristol. \$21,000. (415) 383-6813.

**YARK — 26' PEARSON COMMANDER** with S.F. Marina berth #657. Just completed \$4,000 yard overhaul. Successful PHRF racer. Also, daysailer with cockpit 8 persons. 4 cushioned bunks. Chemical head. New rudder, new spreaders. Split backstay. 2 mains: working, lapper & 2 genoa jibs: lt. & med. spinnakers. 2,100-lb. lead keel. 6 hp Evinrude. \$9,000. Carlton (415) 981-0970.

**CLASSIC WOODEN PIRATE SHIP.** Gaff rig, center cockpit, custom ketch. 30' LOA, 25'3" LOD, 8'2" beam. New sails, teak deck, Atomic 4 gas eng. A classic beauty. \$5,900/best offer. (415) 447-4978.

**FOR SAIL: 1971 ERICSON 32.** Loaded with inventory, well-maintained. Sail & Atomic 4 engine, 3 yrs. old. New am/fm stereo radio & shipshore radio. \$29,500 or best offer. Call (415) 345-2074 or (415) 726-9219.

**ABOVE AVERAGE ISLANDER 30 MK II.** 1976, well-maintained, Volvo, ds, kn, ws, VHF, wheel, teak int., 4 sails, epoxy bottom. Asking \$24K or offer or trade up. Looking for I36 or Ericson. Call days (415) 557-2442 Ken.

**BEST BUY FOR THE MONEY!** Why buy a new boat if you can buy my 30' Bristol 29.9 for only 35K. Price includes brand new mast, rigging & sails, cruising spinnaker w/sock, dsl, wheel, autopilot, knotlog, ds, dodger & more. (415) 657-7502 days; (415) 490-3011 eves.

**CHEOY LEE 26-FT FRISCO FLYER.** Teak on oak frames, beautifully maintained, full boat cover. Recent Sutter main, boom, rigging. 20 hp rebuilt i.b. gasoline engine. Completely equipped. Berkeley berth. Our toddler hates sailing. \$9,500. (415) 526-3259.

**FAST, ROOMY AND CHEAP!** Our Pearson 28 has the same speed, sturdy rigging, cabin & cockpit space as many 30-32 footers. Perfect low-cost, low-maintenance boat for Bay & coastal cruising. 3 sails, Atomic 4 i.b., 5 generous berths (new cushions), 6-ft headroom, full galley, roomy enclosed Lectra-san head, knot/log, depth, VHF, long equipment list. Great condition. Hauled 4/87. \$26,000. Located at Oyster Pt. Call Bob Taylor: work (415) 856-9400; home (415) 538-7089.

**30-FT BERTH** Gashouse Cove, S.F. Cityfront with Columbia 5.5. Must sell. \$10,000/OBO. 923-1623.

**WILLARD MOTOR SAILER VEGA 30.** Perkins diesel 50 hp, VHF, ds, dual steering, radio, pressure water, excellent condition, recently hauled. \$35,000 or trade for car/cash. (415) 937-5539.

**CAPE GEORGE 31-FT.** Classic looking cutter that attracts attention in every port. Fast & capably equipped passagemaker with heavy glass construction, cored hull & a tasteful blend of teak, Port Orford cedar & African mahogany. \$62,500. Dave (206) 293-0352; 293-9533.

**RANGER 28, 1975.** Color: Sunset yellow. Fresh water, 5 sails, galley, head, full electronics, i.b. motor, excl. cond. Come see it. Easy access! Located at Homewood, Lake Tahoe (lake front property). Asking \$24.8K. (408) 370-7384; (916) 525-7667.

**HAVE FUN YET CHEAP.** Eager to sell 30' Chinese Junk. Volvo dsl, 2 masts, Tanbark sails, all new propane galley. Very comfortable, well-equipped Bay cruiser. Good cond. Bright, roomy liveaboard. Extensive/expensive recent upgrade. Rob (415) 652-9095.

**CAL 2-27.** Would like to trade for trailerable boat or sale (to best offer). Excellent condition, Atomic 4 engine, North sails, teak interior, berthed at Brick Yard Cove. Sacrifice for immediate sale. Walt or Lorna: 342-5989 or 893-2018.

**1984 UNION 32.** VHF radio, Signet 1000 & 1500. 4 sails, windlass, h&c press. water. Never in salt water. Berthed in Lake Tahoe. \$53,000 or trade-up. (702) 882-1420.

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## classifieds

**MORA SEASON CHAMPION.** *Kitty Hawk*, Sonoma 30. 2 years old, fully equipped for racing. Comes with dbl-axle custom trailer. \$29,500 or best offer. Days: (415) 461-8966; eves. (415) 925-9627.

**DOWNEAST 32, 1976.** Roomy, rugged, ready to leave now. Full electronics (radar, autopilot, etc. new in '86). 27 hp diesel, new '85, h&c pressure water, propane stove. Hauled & painted summer '86. Excellent condition! \$55,000 firm. (805) 772-3603.

**1980 O'DAY 28 — \$20,000.** 1980 O'Day 28 sloop, good condition, diesel, 6' headroom, alcohol stove, head, sleeps 5. Great Bay boat, bargain price \$20,000. Call Carl (813) 446-5001 or Nelson at (408) 246-5029.

**RANGER 26-FT — \$10,500.** 5 sails, Merc 7.5, 2 6-gal. tanks, VHF, Fathometer, cushions, life preservers. Anchor plus 200-ft of line, anchor light, etc., etc. Surveyed 11/86. Call Mike or Helen (707) 778-1938.

**WANT TO SAIL?** It's yours for \$250/mo. *Isis*: 32' sloop, one-off, Gary Mull design. Designed for singlehanded TransPac. Full complement of sails and elec. Diesel. Perfect for race or cruising. (707) 745-4271.

**31-FT BROWN TRI.** Super boat, super equipped, mast steps to autopilot, scanning VHF to Delta awning with matching dodger, refrigeration w/full galley, hard dinghy to bubble hatch. Center cockpit w/aft cabin privacy. A great liveaboard. Compare before you buy. 234-3254.

**SUN 27.** Immac. cond! Yanmar dsl. Deluxe teak interior, full galley, head w/sink & holding tank. Sleeps 5. 2-spd winches, power converter, all available factory options. Redwood City berth. '86 haulout & paint. Surveyed at \$27,500. Just married, must sell. \$19,900. (415) 949-4631 hm; (415) 857-3439 work.

**GREAT BUY ON CAL 29!** Cal's most popular racer-cruiser. Ideal Bay boat. Very clean. Enclosed head w/Electrasan. 6' headroom. Mahog. int. Sleeps 6, stove, sink & icebox. Atomic 4 i.b. 3 jibs, spinnaker, 8 winches. Season champ. in Cal 29 one-design class. Knotmeter, radio, tw. compasses & custom rigging. New home forces sale. A tremendous value at \$16M firm. 339-3369 hm; 572-6429 work.

**RANGER 26 — \$9,500.** Trade up to 35' or exchange for ski boat. 786-2300; 654-0733.

**DYNAMIC FRENCH SPEAKING**, sweet & personable 30' Chinese Junk. Very seriously for sale. Need cash for new business. She has 2 masts, Tanbark sails, Volvo dsl, VHF, Microfor, new propane galley, carvings, etc., etc. Lots of recent time & money have made her sound. Needs little to complete restoration. She is user friendly & fully equipped to singlehand Bay & Delta in roomy comfort. I have no time to sail. Call now. Keep the grass off. Rob (415) 652-9095.

**FOR SALE — CAL 28.** Fast, roomy, completely new rig, fresh bottom, custom interior, 7 sails including spinnaker, VHF, RDF, km, ds, stereo, propane stove & oven, Alameda slip, just surveyed. Asking \$16,000. (415) 522-3123; (415) 895-9115 ext. 288; ask for John.

**CATALINA 27, 1979.** Very good condition. Kept in fresh water. Inboard eng. Has 150, 110, spinnaker, km, ds, windspeed, wind direction, VHF radio, extra winches & halyards led aft. \$14,750. (916) 972-1795.

**"CALYPSO". CLASSIC WM. GAROEN 30'** sloop. Good condition. Excellent Bay boat. Built 1955. Cedar over oak. 25 hp gas. For sale \$15,000. May be seen hauled out at Yacht Masters in Vallejo July 6-10. At other times call (707) 552-0183.

**HUNTER 34-FT, 1985.** Like new Harken furling, UHF 72 ch. radio. Wind/knot/depth indicators, pod. mounted. 10K in options. Pre-wired for Loran-radar-autopilot. Priced to sell fast, \$54,500. Bus: (415) 898-1260; Res: (415) 892-0665 Jerry.

**CRUISE THE SEA OF CORTEZ.** Nor Sea 27, 1977. Equipped to cruise world, SatNav, WX-FX, Ham, Yanmar diesel, dinghy & motor, 5 sails. \$32,500. Wr: 'The Beagle', San Carlos Marina, Box 565, Guaymas, Sonora, Mexico or call (915) 694-8708 leave message.

**ERICSON 27-FT, 1978.** Inboard Atomic 4, wheel. Excellent cond. Berkeley berth. Teak int., sink & stove, great cruiser. Ask \$18,000/best offer. Call Jack 527-2870/message.

**ERICSON 30.** Excellent Bay, Delta, coastal cruiser: well-equipped, professionally maintained. Inquire. (415) 325-5400.

**"SQUEAKER", GOLDEN GATE 30-FT.** Experienced So. Pac. cruiser for sale, fully equipped! Extensive equipment list including: Loran, Autohelm, Monitor vane, radar, depth, raft, radios, EPIRB & much more. Ready to go to Mexico. Dean or Patty (415) 769-9415.

**1984 CATALINA 27-FT — \$19,900.** Mint condition. Only used one season. Owner transferred. Mid-cockpit, traveller, boom vang, adj. backstay, halyard lead aft, drifter, depthsounder, berthed at Brisbane Marina. Call (415) 347-1433.

**PEARSON VANGUARD 33.** \$24,500. 6 sails. New paint hull & bottom. (408) 356-1537.

**1974 ERICSON 27.** Palmer i.b., full instrumentation, VHF radio, 150% genoa, excl. cond., lots of extras, dbl. bunk, man overboard gear, life lines. Alameda berth avail. \$17,500 or trade for Porsche 911 or 944. (408) 562-7649 or (408) 395-4210 lv. msg.

**VEGA 27.** 1974, full keel f/g performance cruiser. Volvo Penta diesel, 6 sails, knot, ds, VHF, compass, log, wind point, RDF, cabin heater, stereo & lots more. Built in Sweden. \$15,000. (415) 372-0610.

**CAL 34 — \$25,900.** 4 sails, 2 anchors, 2 preventers, 2-spd winches, backstay adj., tiller adj., whisker pole, dodger, fath., knotlog, 110 & 12v lights, am/fm cassette, batt. chgr., spare parts, new upholstery, windvane avail. (415) 284-4124 days; (707) 644-6178 eves.

**ISLANDER 28, 1977.** S.F. berth, Atomic 4. LectraSan, VHF, depthsounder, knotmeter. Popular one-design class. \$25,900. (415) 820-0480.

**C&C MARK I, 1971.** Easy to handle, a pleasure to sail. New rigging one size larger. New mainsail & epoxy bottom. Engine overhauled. Great cruising boat. Bristol cond. By original owner. \$39,500. In berth A3, Richmond YC. Eves. (415) 235-0184 or 948-6613. Owner financing.

**1981 FLICKA.** Excellent condition with VHF, depthsounder & autohelm. Ivory hull & green trim. Three sails with 10 hp outboard. Asking \$18,500. Evenings (707) 448-1147.

**MUST SELL SANTA CRUZ 27.** Excellent condition, trailer-sailed, *Guava* seeks new owner who is seeking a bargain. \$10,000 includes trailer, 6 sails, VHF. All reasonable offers considered. If you're interested, let's talk. (408) 423-9902 or (415) 924-8421 eves. or weekends.

**ALBERG 35.** 1965. Completely restored, new LP, new chrome, 5 excl. headsails, new North main, Westerbeke 4-107, Barient 27 ST's, Espar heater, Edson wheel, Autohelm 3000, lcom, Cold Mach., new interior, windlass, numerous extras, (206) 365-3888; 363-5774. Seattle.

**33-FT CROWTHER BUCCANEER.** Tri West System, Tillermaster, dodger, spinnaker, Signet system 1,000, propane broiler stove, 9.9 Evinrude, solar panels, RDF, VHF radar, detector. \$28,000. (805) 933-3036 Dennis, Ventura slip.

**ERICSON 27.** Inboard, fully equipped. Partner moved to L.A. Must sell. \$14,500. Call Jack Brown for details. Days (408) 735-9550; eves. (408) 379-6046.

**CATALINA 27.** Designed for liveaboard. Custom galley w/refrigerator, color TV, stereo, carpeted, Bimini top & more. Must see. \$8,500/offer. Call Susie, days 523-3030; eves. 865-5710.

**ONLY \$4,750. 26-FT THUNDERBIRD** sloop. Excellent cruiser-racer. Factory built, proven design, active fleet. Interior hull recently epoxied. Good condition. Don (415) 254-1039 a.m.-p.m.; (415) 495-7755 a.m.

**1947 VOYAGER 33.** Designed & built in San Rafael by Godtfredson. Mahogany/oak. Gas engine, refastened in '80, recent survey. \$14,900 or offers. (213) 823-7805.

**HALBERGH P 28.** A sleek & graceful Swedish sloop, sleeps 4, VHF, masthead nav. lights, mainsail, storm sail, 2 jibs & spinnaker. Albin engine needs work. Reduced to \$4,900. San Leandro Marina berth. 349-9410. Must sell now.

**CATALINA 30.** Atomic 4, wheel steering, Loran, marine radio, knotmeter, depthmeter, stereo fm/tape, Combi Autohelm 3000, dodger & awning, 4 jibs & cruising spinnaker, bug netting, bottom painted 5/87. \$29,000. (415) 472-2407.

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New teak decks, rebuilt diesel engine, refastened, great inventory, marvelous racing record & pedigree one-of-a-kind. Bockmiller Booker, (714) 646-4005.

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on the Bay or Delta aboard my beautiful 43-ft sailboat *Compass Rose*. Sleeps six. Shower, refrigeration, stereo, instruments. \$350/day. Weekly rates available. Call Jon (415) 427-5499.

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Consider joining Tradewinds Sailing Club. Learn to sail & have more fun for 1/10th the cost of owning. Sail Folsom Lake, the Bay, the Sacramento Delta and Lake Tahoe. Call (916) 483-2780 collect and ask for Corie. 630 Fulton Ave., Dock A, Sacramento, CA 95825.

### NEWPORTER, GAFF-RIFFED

40' #3 Hull, Ford Osco dsl, new radar, VHF, fath (2000' depth), elec. windlass, fm stereo, refrig., Aircraft compass, 100 gal. fuel & water. Custom int., P.H. dinette, 6 sails, mid-ship galley, h/c press. & foot water, liveaboard storage, heater, sailing dinghy on davits w/7 1/2 hp o.b., vapor proof propane locker, new paint & non-skid. Loaded. Owner may fin. \$45K. (415) 655-4564 eves.

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**SEAFARER 34.** Excellent condition. Diesel, wheel steering, club jib, pressure hot & cold water, shower, sleeps 6, hand-laid f/g. Must sell, leaving country. \$34,000/bring offers. (415) 843-5227.

**FOR TRADE OR SALE.** 30-ft Columbia sloop, 6 sails, VHF, df, km, ap, Taffrail log, lots of equipment. Want 38'+ sloop or cutter. \$23,000. Call or leave message. (707) 746-0899.

**C&C LANDFALL 35.** Like new, always professionally maintained. New flasher/stasher, large self-tailing winches, pedestal steering, Westerbeke dsl, depth/knot/log/wind speed all on pods at wheel, swim ladder, cockpit table, h/c pressure water, propane stove/oven, teak ceilings throughout, am/fm/stereo cassette with 4 speakers, other extras. Bought larger boat, so must sell. Price reduced again, to \$80,000 or best offer. (415) 549-3394 eves.

**1977 ERICSON 27.** Wheel, dsl; 3 sails, lines lead aft, depthmeter, knotmeter, radio, teak int., alcohol stove, new bottom paint, whisker pole, fenders, dinghy, 2 anchors & lines & much more. Asking \$20,900. Tom (408) 259-3060.

**ERICSON INDEPENDENCE 31.** Beautiful Bruce King design, built 1977. Traditional lines in a blue water cruiser. All mahogany interior. Moving up to a boat I probably can't afford anyway, but what the hell. \$49,500/offer. Call Randy (209) 485-0751 days; 226-0310 eves.

**CORONA00 27.** Fully equipped. 1986 Saildrive, 4 sails, cabin heater, VHF, ds, km, compass, inflatable, swim ladder, all C.G. safety, 2 anchors, full headroom, enclosed head, full boat cover. Perfect family boat. \$14K. 943-7391.

**FUJI 35 CUTTER.** Hood furler, solar panels, knotlog, depthsounder, Magnavox SatNav, ST winches, windvane, stereo, spinnaker. Soloed from Mexico via HI to Northwest last year. \$44,500. Eves. only (604) 753-0223 or (206) 632-4545.

**NOR SEA 27.** Excellent cond. Bluewater aft-cabin cruiser. New Volvo dsl, 1983. Recent survey & bottom paint 12/86. Galley, heater. Berthed Richmond. \$30,000/offers. Details: Tom (916) 993-1153 eves; P.O. Box 708, Loyalton, CA 96118. Msg: (916) 993-4148.

**32-FT ATKINS COLIN ARCHER SEAGOING CRUISER.** New hull, deck beams & bulkheads only. Needs ballast, hull fittings, deck, rigging, sails & engine. Located in Sausalito. Will sell to best offer. Contact Boris at (415) 641-4238.

**FRISCO FLYER III.** 1967 26-ft Cheoy Lee sloop. Superb cond. & lovingly maintained, f/g hulled cruiser with teak trim & interior. Penta i.b. diesel, boat cover, VHF, depth-sounder, compass. Sleeps 4 with galley & head. Asking \$17,800/OBO. (415) 883-9049.

**RESTORED CLASSIC MASTER MARINER'S** class champion *Flirt* is ready for the summer season. Recent surveys/haulout, new equipment. Liveaboard! 32', 9'11" beam. Fresh Volvo 2 cyl. new prop, 12 volt system, VHF. \$13,500. Call Pete (415) 456-2788. Must sell. Located Sausalito.

**COLUMBIA 26 MKII.** Excellent Bay sailer. Sleeps 5. 2-burner stove. New 7½ hp o.b. Has compass, VHF radio, lifelines, etc. Excellent Berkeley berth. \$9,000. New bottom paint, survey. Call (415) 284-7547.

**CHEOY LEE 32-FT, 1979 KETCH.** Mint condition. Volvo diesel, self-tailing winches, VHF, Loran, stereo, ds, km, recent haulout. Excellent cruising boat. Perfect for Bay sailing. Alameda Marina. Must see to appreciate low price of \$49,500. (408) 727-6328.

**MULL 27.** One of a kind. Recently repainted and repowered. Like new condition, ready to race, ideal for Bay & ocean. 12 bags of sails, scads of gear. \$14,000. 258-9527.

**1974 BALBOA 26-FT SLOOP.** Bristol condition, sleeps 5, swing keel, galley, ice box, Porta-potti, CB radio, 2 sails, excellent trailer with new tires, electric start 10 hp motor, depthfinder, compass, km. \$10,000. (602) 946-9033.

**PEARSON 31-FT SLOOP.** Priced for immediate sale. Buc's Book value high 30's. Asking \$24,000. Fully equipped, long list of extras. Must see. Call Steve (415) 349-7814 or Bill (201) 633-7629.

**CHEOY LEE OFFSHORE 27, 1972.** No pox. Completely rebuilt teak decks, trim & interior. Full cover, 4 sails, diesel, new cushions, speed, log, ds, VHF, tricolor. (415) 669-7120 evenings.

**MUST SACRIFICE! 1963 33' PIVER** trimaran. Liveaboard no problem! 5'10" hdrm, 4 sails, head, 18 hp o.b., stove, Lantern, AC/DC TV, stereo am/fm cassette, dinghy, new paint, sleeps 5. \$3,950 (surveyed \$6,000), trade: van, sailboat/trailer combination. (415) 363-1632.

**CATALINA 27, 1973.** Excl. cond. inside & out. Never been raced, fully equipped. VHF, ds, km. New 90% jib & new 15 hp Evinrude. Great stereo system. Prime Emeryville berth. Must sell. \$9,000/OBO. 834-2390 days; 420-1055 eves. Kurt B.

**1986 PEARSON 28-FT.** Like-new condition w/many extras: roller reefing, spinnaker, full electronics, stereo, extended warranty, etc. Asking \$51,500/OBO. (415) 843-2539.

**S2 30-FT.** Aft cockpit. Beautiful boat. Rarely used. Excellent liveaboard. Diesel engine, all f/g, teak int., ped. steering, hot water shower & galley, alcohol stove. Consider boat or car trade in. Balance \$26,000. Weekends/eves. (707) 552-9977.

**WESTSAIL 32 SARABANO.** Well-equipped 1974 cruiser/liveaboard. 10 sails, Aries vane, Tillermaster ap, SatNav, Loran, other top-of-the-line electronics, dodger, Avon, more. (707) 444-2443 or (707) 768-3463. \$55,000.

**CLIPPER MARINE 26, 1973.** 3 sails, tandem axle trailer, Pop-top w/curtain, 6 hp Chrysler o.b., 2 anchors w/rode, safety equipment, fenders, Porta-potti, full galley. All lines lead aft. Great starter boat. \$5,000/OBO. (707) 426-5096.

**CATALINA 30, 1983.** Excl. cond., diesel, fresh water cooling, wheel steering, jiffy reefing, roller furling, whisker pole, VHF, depthfinder, knotmeter, compass, stereo, shower, new bottom paint, Sausalito YH. \$32,900. (415) 331-3610; (415) 381-4805.

**COLUMBIA 26-FT MARK II.** 1969. No hull blister problems! Great pocket cruiser, active association. 9.9 Johnson electric start, VHF, knot, ds, compass, plus lots more. 3 months free berthage in S.F. included. \$9,300. Ron (415) 346-4566.

**CATALINA 30.** Excellent condition, fully equipped. Better than new. (702) 831-1756; (415) 283-3837. Ask for Judie.

**26-FT EXCALIBUR SLOOP 1968.** Good condition. Exc. Bay/Delta cruiser, just hauled, new paint. 6 hp o.b. Berthed at Emeryville Marina. Priced to sell. \$5,500/B.O. Call 483-4935.

**29x6.5x4-FT DRAGON RACING SLOOP.** Helsinki built '57, bright Honduras on oak. Full cover, Pineapple main, 3 jibs, all new s.s. rigging/fittings, Harken & survey. Sourd, fast, & classy daysailer. Brisbane. \$4,200 or partnership neg. Craig (415) 343-3402.

**DIVORCE SALE.** Excalibur 26. Excellent condition. New main & interior cushions. 125%, 150% genoa, spinnaker, Evinrude o.b. Ground tackle, enclosed head. Very clean. Perfect Bay boat. Berkeley berth. Must sell. \$6,500/best offer. Must sell. (415) 939-7919

**DIVORCE SALE.** 30-ft wooden power cruiser liveaboard. Built 1931, beautiful classic. Excellent condition. Shorepower, h&c water, shower, galley, refig., head. Lots room & storage. Full cover. No motor. Must sell. \$8,000/B.O. Must sell. (415) 939-7919.

**BRISTOL 32, 1976 F/G SLOOP.** Diesel, wheel, loaded! Sail the Bay, the coast or cruise to Mexico or Hawaii. This boat can do it all. Must sell. \$39,500 or best offer. (415) 568-8131 or (415) 581-7810.

**28-FT NICHOLS BUCANEER SLOOP.** Classic wood design. Excellent condition. Professionally maintained by Easom Boat Works. 2 suits sails, 2 spinnakers, 1 self-tending jib, full boat cover. Fully equipped for racing and extended cruising. Can be singlehanded easily. \$10,000. (415) 499-0819.

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**NICE COLUMBIA 28: \$9,900.** 4-man Zodiac with 2 hp Johnson: \$500; Montgomery 8' sailing dinghy with 2 hp cruise & carry: \$550. Dick Southworth. 523-6730.

### 1977 NEWPORT 27S

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**PRIVATEER BY KENNER.** *The Bonnie Blue-Wind*, a 27' f/g Keth, a '70 character designed for strength & speed by Thomas Gilmer, Chief of Design at Annapolis. 10 hp Volvo, new rigging, used very little. 23-23 Coyote Pt. \$19,950. 348-3427.

**CATALINA 27, 1976.** Volvo diesel, dinette interior, 5 sails, depthsounder, knotmeter, VHF, head w/holding tank & more. Clean, well-maintained. Coyote Pt. berth available. \$17,000. Contact Lisa Williams, hm: (408) 773-8244; wk: (415) 966-3718.

**ISLANOER 30 II.** Very clean, new bottom paint. Includes radio, depth, knot, pedestal steering, 5 winches, dodger, 150, spinnaker plus working sails. Dinette interior, cockpit cushions & sun shade. \$20,500. Eves. 948-6935; days 365-0412.

**OUFOR ARPEGE 30.** 1970. Great for ocean or Bay cruising. Well-equipped. 3 jibs, 2 spinnakers, Volvo diesel. Check out this well-designed boat. \$25,000. (408) 241-2919.

**1977 RANGER 33-FT.** \$17,500. Excellent condition. 8 winches, 7 bags of sails & jinnaker. One owner, many extras. Home (415) 447-2194; work (415) 422-7019.

**WOODIE LOVERS.** Cruising Knarr 1959. Beautiful cond. Real performance boat w/cruising interior. Sleeps 4. 30'4"x7'x4'3". Mahogany on oak. Knotmeter, depthsounder, 6 Barients. Full cover, head, spinnaker. 1983 mast, rigging, 7 1/2 hp Evinrude. Slip. Priced to sell at \$7,800. (415) 641-4421.

**ERICSON 29.** New LPU paint, wheel, ds, km, ws/wd, compass, Delta cover, chrgr. 25 hp Greymarine, mid-boom sheeting. Seafurl 130, 2 Danforths. \$23,500. See at slip #15, Marina Plaza, Sausalito. (415) 388-7570. Keep trying!

**TARTAN 10.** 33-ft race boat, 1979. Real fun Bay sailer. Class sails, plus 2 spinnakers, diesel engine, sleeps 6. Excellent condition. \$23,000/offer. (408) 926-8636; 272-0955.

**ERICSON 32 FOR SALE.** Fast but forgiving 1974 in good condition. 5 sails, rebuilt Atomic 4, VHF, knotlog, ds, pressure water & more. Sleeps 6. Alameda berth. Great cruiser or liveaboard. \$24,900. Call (408) 253-3760 or (408) 737-2000 ext. 3278.

**ERICSON 29, 1976.** Great condition, custom teak int., pressure water, great liveaboard. Yanmar 12 hp dsl engine. Sails excellent condition, new spinnaker. Roller furled headsails. Wheel steering, autopilot. Sleeps 5. \$25,500. (415) 348-7917 eves; (415) 369-8602 msg.

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**PEARSON 30 BUILT 1976.** Complete equipment & sloop rig. New CNG stove. New LPU hull paint. pedestal steering. "Atomic 4 engine. Full electronics. 2 sails. Richmond Marina berth. \$26,000. 283-1286.

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**ERICSON 30, 1983.** Wheel steering, Universal diesel, full instrumentation, VHF, stereo, much more. Excellent opportunity for a quality yacht. Superb condition, reasonable price. Call (415) 820-5109.

**MODIFIED H-28.** Classic wooden sailboat for sale. Asking \$13,000. (408) 247-6301 days, leave message or (415) 859-6197 days, work.

**ISLANOER 26.** Inboard engine, VHF, ds, km, compass, fire extinguishers, PFDs, jiffy reefing. In charter service at Pete's Harbor. (415) 366-6163. \$10,900 or best offer.

**ERICSON 30.** 1968. One owner, as new condition, must sell. Try \$19,000. (415) 843-5227.

**CAL 2-27.** 1975, diesel, 3 new North sails 2/87, 2 spinnakers, new self-tailers, hyd. backstay, fold. prop, Taylor kero heater, sun shade, 8' Achilles. This is a partial list, located in Delta. \$28,000. Days (707) 374-6339; eves. (415) 825-2969.

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**1984 J/41 GRAND PRIX RACING YACHT.** Originally built for & campaigned by John Koliou, loaded with hi-tech Kevlar/Mylar sail inventory (22 bags), B&G electronics, Trimble Loran, Sailcomp electronic compasses, Masthead rig, Navtec hydraulics. Excellent heavy weather competitor (IOR 29.6). White hull, new white Micron 33 bottom, grey deck, red boot stripes. Superb construction quality. Unused in 1986/87, 3-boat owner must sell! Offered at lowest price for a J/41 anywhere: \$75,000/or best offer. Leave message. (415) 893-9196.

**HANS CHRISTIAN 39-FT PILOTHOUSE.** Great cruiser or liveaboard, cutter rigged, Tanbark sails, beautifully maintained varnish. Commission 1983. Radar, refrigeration, 5 kw diesel gen., Combi instrumentation, Combi Autohelm 5000 w/remote & windvane attachments. Diesel engine with 250 gal. capacity. Propane stove, large shower, head, 2 sinks, 2-spd self-tailing Barient winches, large custom boomkin, inside & outside steering. Large 8 battery capacity w/charger. Insulated backstay. Many other extras. Berthed in Alameda. \$139,000 or offer. (415) 522-2362.

**40-FT PIVER VICTRESS.** Launched 1985, needs completion. Has 42-ft alum. mast. Has to be sold. First \$6,000 takes it or will trade for smaller monohull or van of equal value. (805) 434-1693.

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**DOWNEAST 38 CUTTER.** Excellent condition. Equipped for world cruising. Teak interior, autopilot, RDF, VHF, generator, 100 gal. water, 90 gal. dsl. Avon & Seagull motor. Original owner. Sacrifice \$62,500. (702) 852-1698; (415) 327-5566.

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**43-FT HANS CHRISTIAN KETCH.** Radar, Combi, Loran with interface to Autohelm 5000, dsl heater, VHF, dodger, lcom 735 Ham radio w/auto tuner. \$135,000. Call (415) 522-0275.

**40 SLOOP.** Fiberglass, new sails/rigging, VHF, diesel, ds, EPIRB, survival raft, KT.MT., dodger, galley, head, etc. Needs work. \$25,000. (209) 477-7835; (415) 323-1700.

**LANDFALL 39-FT CUTTER.** Looking for a comfortable, roomy liveaboard? Lots of storage space, inside steering, hot & cold pressure water. Teak interior, bright & sunny. 60 hp Isuzu engine, well-maintained. Perfect for cruising & serious sailing. \$75,000. Days (415) 659-9128; eves. (408) 988-1173.

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**PRETDRIEN 35.** Strong, fast, luxurious: Wauquezi Windpoint/speed, knotlog, depth-sounder w/external repeater, Loran-C, dodger, Hi-Seas heater. Comm. '84. Excellent condition. Seriously for sale. \$75,000. Roland Nikles (415) 235-5568.

**LUDERS 36 CHEOY LEE.** 1976. Lovely, strong sloop. Glass hull, teak decks, beautiful teak below. New epoxy bottom, Volvo dsl, dodger, windlass, autopilot, Loran. Lovingly maintained in excellent condition. \$48,500. Trade-up desired. Jim 331-2309.

**41-FT CHEOY LEE KETCH FOR SALE.** Excellent condition. Complete spinnaker gear, most Cheoy Lee custom equipment plus many extras, offshore sail ready, full custom teak interior, Avon 6-man liferaft w/full pack, custom cockpit cushions, custom stereo system, gas stove, Loran, CB, VHF, 5 sails, etc. Have 3 pages of equipment and inventory list. All personal items incl: pots, plates, towels, utensils. Will work with buyer on any extras they might want. \$79,500. Sale by owner. Days (415) 221-8282; Eves. (415) 383-4217.

**COLUMBIA 40, 1965.** Excellent cruiser and liveaboard. VHF, depth, knotmeter. Universal gas engine. Pressurized water, propane stove & oven, new teak below. \$45,000/B.O. 421-4772 days; 332-6147 eves.

**CAVALIER 39.** Balsa cored fiberglass sloop ideal for cruising the Bay or the world, with Perkins 4-108 diesel, Stowe boat & wind speed, wind direction & depthsounder, binnacle compass, wheel steering, anchor, chain & Nielson electric windlass, 100 gal. water & dsl, deck wash pump, dodger, h/c pressure water, engine driven freezer & refrigerator, Mariner propane stove, teak & Kauri interior. \$115,000. (415) 582-6422; (714) 675-0355.

**42-FT PEARSON, 1981 KETCH.** Immaculate condition, well-equipped. Excellent layout for cruiser/liveaboard. Abundant storage, 6'4" headroom, separate shower, Westerbeke 58 hp dsl (500 hrs). Light, airy & comfortable interior. Orig. owner, never in charter service. Berkeley berth. (408) 274-5784.

**DOWNEAST 38.** Heavy, full keel cruising cutter. American built. 110 gal. water, low hour dsl., gorgeous custom interior. Brokers say she is the nicest on the coast. See this immaculate boat before you buy any other. \$60,000. (805) 527-7374.

**L.F. HERRESHOFF NEREIA 36-FT KETCH.** Beautiful custom classic, built 1981. Hand-laid f/g hull, Honduras mahogany cabin & trim. Mahogany/oak/T&G interior. Perkins 4-107 dsl, well-equipped. Fast, comfortable, proven cruiser. \$69,000. Call Lee (805) 644-4326.

**1969 CHEDY LEE CLIPPER 36-FT.** Ketch rig, glass hull, rebuilt Perkins & trans 10 hrs. SatNav, liferaft, radar, Autohelm. South Pacific vet. Ready to go! \$48,500/offer. Must sell. 593-4564 or 952-0500 Rob.

**1981 TAYANA 37.** Lovingly maintained in excellent condition by her liveaboard owners. Cutter rig, 4 sails, Perkins 4-108. Datamarine insts. Incl: kl, ds, wind machine. VHF, teak decks, teak coach roof, teak cockpit. Cold Machine, propane oven & much more. Built for 2 to liveaboard &/or cruise. Call for complete equip. list. Price recently reduced to \$78,500. Owners motivated. Bob Kleckner or Mary Kay Austin. Days (415) 442-2519; eves. (415) 589-7560.

**1976 WESTSAIL 42 CUTTER RIG.** Outstanding cruiser seriously for sale. Asking \$107,000. Call (809) 776-7819. P.O. Box 459, St. John, USVI 00830.

**ISLANDER 36.** Perkins dsl, sound-insulated engine compartment, lead keel, wheel steering, custom cockpit rigged, 2 Barlents, 9 Barlows, VHF, RDF, auto. charger, Monel muffler, teak interior, hot water, alcohol stove, Zodiac, Sausalito berth/city view. \$52,500. (408) 867-9351.

**HUNTER 37 CUTTER.** 1979. Stream roller furling, Lewmar self-tailing jib winches, Yanmar dsl, equipped to liveaboard. Immaculate condition. One owner. \$60,500. (916) 456-9992.

**FREEDOM 45 GARDEN DESIGN.** Fiberglass hull, 101 hp Detroit diesel. Center cockpit, teak decks & interior, spacious aft stateroom, new rig & sails, new winches, all new electrical, plumbing & force air heating system. Rigged perfectly for liveaboard or cruising style comfort. Reduce to \$115,000. Full specs. Call (415) 332-6120.

**UNION 36.** Beautiful cutter. Inventory includes Loran, dinghy w/o.b., cruising radial headsail & much more. This 1984 bluewater cruiser is a strong, excellent sailer. \$72,500 or will consider smaller boat in part trade. (707) 446-3337.

**40-FT CRUISER.** Bottom 1" mahogany, 1/2" plywood, f/g sides, top, inside, new paint, sleeps 4, rebuilt 671 GM dsl., 4 burners propane range, Frigidaire, head, 2 sinks, new battery, large closets, very clean w/S.F. Marina berth. \$23,000. (415) 752-7412.

**GULFSTAR 40 1981 SLOOP.** Tremendous value at \$69,995. The famous Gulfstar quality & completeness is well maintained & awaits you at a bargain price. Call us to learn more & to see it in person. Bob (408) 867-1904; John (415) 726-6263.

**FREEDOM 40 CENTER COCKPIT.** 1982, carbon fiber masts, custom built interior, 2 doubles, 3 singles, fully equipped for cruising plus SatNav, auto & windplot, watermaker, radios, solar & wind generators, dinghy & more. \$110,000. N. Mexico. Phone (706) 226-0170.

### 46-FT & UP

**C&C LANDFALL 48.** Pilothouse cutter with inside steering. New electronics, watermaker & complete cruising inventory, easily sailed by 2. Call for details. All offers considered. (415) 521-9371 eves. Rockwell Assoc.

**MUST SELL CLASSIC 54-FT RHODES CUTTER.** Built by Bowes. Semi-restored, great opportunity for wooden boat lover. Has Perk 4.236M dsl. recently overhauled, 100 hrs. Offer low teens. Call owner, Ken (415) 331-2903 eves.

**56-FT STEEL CUTTER/MOTORSAILER.** Big, strong, and well-made. A super charter vessel or liveaboard. Launched 12/86 and ready for rig and interior work. All offers considered. Open to trades. Call evenings at (707) 937-5785.

**CLASSIC 1926 48-FT** fully equipped beauty. Twin Buda engines. Schock design, new fresh water pumps, major restoration recently done inside & out, complete with rewiring. Beautiful large teak pilothouse with orig. brass instruments. Orig. teak boarding ladder. A real classic beauty. Owners moving out of area, must sell. Great liveaboard. \$55,000. Call (415) 865-3010.

**CUSTOM 76'x21 BEAM MOTORSAILER.** Well-traveled. Was used as tender for dredging, 27 tons deep freeze, full machine shop, large galley, 2000 gal. dsl, 530 gal. water, fireplace. Sleeps 9 in 4 staterooms. 2 generators, spare main eng., needs stern & deck work. Hull OK. Same owner 18 years. \$90,000 net. 359-2802.

**SAMPSON KETCH.** 61' LOA, 54' LWL, draft 7'4". Perkins dsl. 1983, 200 hrs. 7.5 kw Onan, Nielsen elec. windlass. All electronics. New rigging 1984. Documented. All liveaboard amenities. \$59,900 or R.E. trade. (415) 282-9609.

**BEST LIVEABOARD ON THE BAY!** 49-ft fully civilized motorsailing Junk. Berthed in Sausalito, view of S.F. & Mt. Tamalpais. Very clean & spacious, full kitchen & bathroom w/tub, very stable. Asking \$67,500. Michael (415) 331-9621.

**CLASSIC SAILING SHIP 83-FT (LOD) KETCH** Dutch built, well-maintained, black iron world cruiser-w/3,000 sq.ft. sails, teak decks. Approx. 1,200 sq.ft. down below. 2 salons, 2 wood-burning stoves, 6 staterooms, wheelhouse, shop. Sail-ready w/extensive inventory. Fun liveaboard or corporate vessel. Red. to \$180,000. (415) 331-2044.

**MUST SELL OR TRADE FDR ? 54-ft LOA** ferro Sampson Ketch. Aft. captain's cabin, 2 heads, shower, propane, hot/cold water, 80 hp dsl, 300 gal. fuel, ref/freezer, 6 bags sails, launched in 1983. Will mail specs. Hal (415) 930-0930; (209) 526-2340.

### FERRARI BOATWRIGHT SERVICES

All marine woodwork.  
Full shop and mobile services.  
Dry Rot, Planking, Spars, Interiors Designed & Built.  
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### SPECIAL \$10/HOUR EACH PASSENGER

Sail the S.F. Bay on a new 35' Ericson. Professional U.S.C.G. Lic. Captain provides an exciting sailing experience. 6 passengers maximum. (2 passengers minimum, 3 hour minimum): Price breaks available. SUNSET CHARTERS (408) 251-1931.

### 34-FT COLUMBIA CUTTER

Fin keel cruiser, liveaboard.  
Owner wants trailer sailer.  
Call JIM IRWIN, broker (415) 883-9750

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PINTAIL GRAPHICS  
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### OUT OF BUSINESS

New Fujinon MTRC-SX: \$375; MTR-SX: \$340;  
Steiner Admiral: \$300; 5" Brass Clocks: \$50.  
(415) 332-7245 days; (415) 381-3820 eves.

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Catalina 22 Wing Keel With Trailer: \$8,995

### BERKELEY SAIL

Sail the Bay or the Pacific aboard a 37' yawl with licensed captain.  
\$10.00 per person, 3 to 4 hours for groups of six.  
\$20.00 per hour for smaller groups or longer periods of time.  
Now in Sausalito. 332-1712.



## classy

**SAMPSON 50-FT KETCH.** Spacious pilot-house & center cockpit. Large captain's cabin aft has dbl. plus jr. berth, private head complete w/shower, luxury appointments of hotel suite. Head & private stateroom forward she sleeps 9 in comfort. Galley fully equipped incl: microwave. Complete workshop in engine room, 3 electrical systems, loaded w/electronics, she is fully equipped for world cruising luxury with liveaboard economy. Was listed \$94,000; now by owner \$69,000! Owner will finance. Berthed Treasure Island, slip 94. (209) 982-5794.

**47-FT VAGABOND KETCH.** 1978, fiberglass. \$99,000. Great liveaboard/world cruising. Beautiful condition, see to appreciate. Price includes new spars, \$89,000 without. Call Anne, 9-4, (415) 841-4000 days; (415) 671-0337 after 7:00.

**47-FT SLOOP.** A very fast & beautiful classic wooden sailing yacht. Nissan dsl, full spinnaker gear, new shrouds, very light mahogany interior, full cover, lots of headroom, sleeps 6, new varnish. Possible owner financing. \$25,000. 391-4704.

**STADEL/MARINER 48-FT.** Very liveable 1980 ketch. LeFeil spars, Perkins 4-236, Arctic furnace, Combi pedestal instruments, Benmar ap, more. Asking \$130K. May take smaller sailboat in trade. (415) 276-1947 eves. or message.

### CREW

**ISLANDER 36, S.F. Marina.** Share use in return for help or maintenance. Experienced sailors with references only. Apt. 202, 2164 Hyde St., S.F., CA 94109.

**CREW WANTED:** Female first mate for 50' sailboat in Caribbean this winter (Oct-May). Experience not as important as enthusiasm. Write with photo & phone to: Jay Spivack, 177 Telegraph Rd. #303, Bellingham, WA 98226.

**CRUISING LADY WANTED.** Looking for lady, 40+, to cruiser Mexico. Non-smoker. Boat 37' Tayana cutter, well-equipped. Send picture. (619) 427-0113. #113, 2733 Shelter Island Dr., San Diego, CA 92106.

**LET'S GO SAILING.** Two 'singlehanded' men (31-32) seeking 'firstmates' (21-32) to explore future horizons. Where are you? Been 'standing watch' and haven't a 'clew'. Kinda like an unfinished 'buoy meets gale' story. Anyways, come join us on a 27' sloop at Pier 39. 'Yawl' call Bob at 522-6888 or drop us a 'line', c/o 'Friendship', Box 1151, Alameda 94501. Anyone else with some 'fairleads', should 'run' and 'beat' a path to their phone to tell their girlfriends. 'Ketch' you later!!

**CREW AVAILABLE.** Registered Nurse wants to sail anywhere. Newly experienced sailor just back from bareboat charter in West Indies. Am willing to do cooking & will work hard. Departure time flexible. Serious inquiries, call Kristi (415) 566-1839.

**HAWAII DELIVERY WANTED.** Skipper & crew needed to deliver a completely rebuilt 36' Alden Schooner from S.F. to Honolulu. All expenses paid. Experienced only need apply. Contact Jim Temple, 55 S. Kukui St. #D2104, Honolulu, HI 96813. (808) 523-4484.

**CREW WANTED.** Need adventurous female for three-month cruise to Bahamas, Florida Keys, Cayman Islands, and ? aboard my well-equipped sloop. Must have cruising experience, able to carry own weight, non-smoking & fun. Share expenses. Call Cameron (916) 969-1388.

**COUPLE.** 28/30, non-smoking, ex-boat owners seeking crew positions on sailboat heading to Mexico, South Pacific & points beyond. Have celestial nav., scuba, ham & a variety of coastal & long-coastal racing experience. Easy-going with finely tuned sense of humor. (714) 846-2964, lv. message.

**CRUISE EUROPE.** Experienced skipper, 35, seeks adventurous female first mate to assist re-commissioning 32' f/g cruising sloop lying French Med. for open-ended adventures-voyages. Boat well-equipped, comfortable. Experience not essential. Write yacht Cassina, c/o Schoonmacker Point, Sausalito 94965.

**CREW AVAILABLE.** 2 women, looking to crew to Mexico or South Pacific, sometime in the fall. We're newly experienced sailors (leisure & racing), easy-going, hardworking & fun. Able to share expenses, not interested in romance. Maren & Jeanne (415) 285-0828.

### HELP WANTED

**CANVAS/SAILMAKERS WANTED IN PARADISE.** Join the talent at Hawaii's fastest growing sail loft! South Sails Inc. in Honolulu is looking for pride-driven motivated people well-versed in the trade of canvas & sail repair/fabrication. Pay: 25% of gross before taxes for qualified personnel; plus medical coverage. Must have ability to give quotes & do own measuring. Manager/sailmaker opening also available with profit-sharing incentives. Contact Bruce or Jerry Vasconcellos, (808) 841-3110. Refs & resume required.

### MISCELLANEOUS

**IF YOU HAVE RECENTLY ORDERED A Crea 40 from La Pierre International Yachts** please contact me immediately: D. Tillson, 1776 A. Mabini St. Malate, Metro Manila, Philippines. Tel: 521-6443.

**TRADE 37K EQUITY** in beautiful 3 bdrm, 2 bath home with pool in Tucson, AZ for well-equipped sailboat. (415) 484-1116.

**SHARE 50-FT PIER 39 SLIP.** 50'x18' slip to share on East side with a 25-30' boat. City view, restaurants, shops. \$145 per month. Call 392-3456 days or 221-1865 eves.

**CLUB NAUTIQUE FAMILY LIFE MEMBER-SHIP.** Includes lessons: basic to bluewater; seminars, discounted charters, use of training fleet, social activities. Locations in Alameda & Sausalito. Value \$2,750; asking \$2,200. Jon, wk: (415) 485-4536; hm: (415) 499-9104.

**TRAILER.** 6,000-lb cap. 1976 E-Z Loader sailboat trailer for O'Day 25 shoal draft or similar boat. Tandem axles, good tires, spare, bearing buddies, new brakes, winch & jack wheel. \$1,500. Pete (415) 326-0716.

**PIER 39 SLIP.** 36-ft slip for sale. \$41,000 value now \$26,000/B.O. Must sell. 981-2848.

**BACK ISSUES OF LATITUDE 38.** Every issue except No. 1. Excellent condition, an exciting nautical history of the Bay Area. Yacht clubs complete your libraries. All for \$120. (408) 738-2948.

**SWAP MOUNTAIN VIEW CONDO** for Santana 22 or similar. One bdrm, one bath. \$75,000. Existing \$70,700 loan transferable to qualified buyer or get your own financing. Call me & let's deal. Sam, days (408) 562-2650; eves. (408) 255-1987.

**OUTSTANDING 3-ROOM OFFICE/HOUSEBOAT** (ferrocement) AquaMaison 50x16' at Pier 39. Price includes purchase of 50' slip. \$110,000. Boat & slip available separately. (415) 387-7390.

**SAILCLOTH FOR SALE.** Bainbridge genoa sailcloth 6.5 oz., 100 yards, cost \$466. Will accept best reasonable offer. Call Bud (415) 342-5625.

**SLIP FOR RENT (BY OWNER).** Emery Cove Marina by the S.F. Bay Bridge, 45x17 upwind. \$220/month. Call Robert (415) 656-2702.

**COYOTE POINT BERTH 40-FT.** Available July thru October. (408) 354-7306.

**BOAT MOVING RIG.** Ford F-800 tractor/trailer hauled Kibitka (Westail 32) from Mexico 1985. 2,400 miles on overhauled 450 gas engine. Full keel sailboats to 6' draft, 25,000 lbs. \$6,500. Craig or Sue, (206) 223-9506 (no collect).

**CLUB NAUTIQUE FAMILY LIFE MEMBER-SHIP.** Asking \$1,900. 841-5716.

**TRADE NEW ROLEX GMT MASTER** for small cat, 71,2,3 GMC or Blazer or \$850. (916) 544-0613.

### PARTNERSHIPS

**GAY YACHT CLUB.** Barbary Coast Boat Club. (415) 237-1213.

### NON-PROFIT

**CRUISE BAJA NOW!** 1/4 share \$9,000. Beautiful 35' trimaran. Electronics, dsl, oven, shower, spinnaker, inflatable w/o.b. Dive tanks & compressor. Sleeps 6 in 3 cabins. Moored in San Carlos, Mexico. Experienced sailors only. Call (213) 837-2738 eves.

**EXPRESS 37.** Need partner/helmsman for racing & cruising. Get 50% for only \$30,000. (415) 383-4390.

### HOME-STUDY COASTAL NAVIGATION

Learn Bay Area currents, fog navigation, Loran, dead reckoning, fixes and more through our eight illustrated lessons. Learn by doing actual chartwork. We provide practice charts & instruction manual. Your work is personally checked by us.

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### 39-FT PEARSON 390 1972

Aft cabin, centerboard. Furling main & jib, radar, SSB, VHF, Benmar ap, dodger, dinghy davits, insulated hull, catalytic heaters. Very clean. \$69,500. GLEN COVE YACHT SALES, phone (707) 552-4206 ask for Vern.

### TRAILERABLE SAILBOATS

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New & Used, 7' to 31'.  
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### SAIL THE BAY

Bristol 38 sloop for charter.  
Hourly, Daily, Weekly Rates.  
(415) 442-6708 days; (415) 332-2384 eves.

### 26-FT BALBOA 1979

Fixed keel, Johnson o.b. 9.9 hp. Good sail inventory, 80%, 110%, 150%, spinnaker & main. Very clean family cruiser. Owner transferred. Anxious. \$10,900. Daytime phone (707) 552-4206, Vern. GLEN COVE YACHT SALES

### SAIL A 32 C&C

The least cost access to a good sailboat is by chartering. Boat available out of Berkeley Marina. For charter by the day. To experienced skippers. Call (408) 253-0357 evenings.

### SAILING INSTRUCTORS WANTED

If you are a people pleaser and extensively experienced in sailing and seamanship you will enjoy pay and boat use privileges with Club Sail. Call Carolyn, (415) 522-7423.



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245 GATE 5 ROAD, SAUSALITO  
NEW AND USED MOTORS  
Inflatable Dinghies and Tenders  
9 to 5

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## classifieds

**ERICSON 38 SHARE LEASE.** Share expenses with one to three others for 12 months. Use this well-equipped yacht as if your own inexpensively and without ownership worries. Skip (707) 823-0557.

**ARE YOU INTERESTED IN PART OWNER-SHIP** of a traditional wooden sailing craft? Peterson schooner or similar. S.F. Bay Area. (415) 456-7857.

**MORGAN 38 PARTNERSHIP.** Own with 4 other busy professionals. Unlimited flexible scheduling. Professionally maintained. No work, just sail. Sausalito berth. \$3,500. Buy-in and \$375 a month. More details? John (707) 252-2840.

**HOOD 38 TIMESHARE.** Beautiful new Hood 38 sloop, completely equipped, Sausalito Yacht Harbor. Looking for experienced, responsible sailor to timeshare. 2+ weekend days & 4 weekdays. \$400/month. Call Gordon 642-7332 days; (916) 756-7273 eves.

**HOUSEBOAT IN THE DELTA.** Liveaboard located on Brannan Island. Good fixer-upper. No engine. Asking \$3,000. Must sell. Make an offer. Call Laura eves/weekends at (415) 967-3597; days (408) 743-7082 or leave message at (408) 734-5549 anytime.

**HAVE INTEREST IN A MORGAN 38.** Need to trade into a boat which can be singlehanded. Prefer 28 to 32-ft and Sausalito berth but will consider all offers. John (707) 252-2840.

**ISLANDER/PETERSON 40 1979.** Fully equipped. Honolulu berth. 1/4 share \$6,000 down & \$205 per month. Call Don Wilson (415) 521-2997 after July 10.

**CATALINA 36 PARTNERSHIP.** 1/2 interest in a Catalina 36, 1983, for sale. Currently berthed at South Beach Harbor in S.F. Selling my equity for \$7,500. Monthly payments of \$420 plus insurance. (415) 973-1361 days or 332-0935 evenings.

**OLSON 25 PARTNERSHIP.** Well-equipped, competitively raced. Berkeley berth. (415) 552-9983.

**ERICSON 27.** Must sell 1/3 partnership. Excl. condition with new o.b. \$2,500 or offer buys out share + \$160/mo. covers all. A great deal! Richmond berth. (408) 241-3559.

**RANGER 33 PARTNERSHIP.** Fast, stiff, perfect S.F. Bay racer/cruiser (never raced). 9 Barients, 9 sails, spinnaker gear, all electronics, stereo, oven. New interior & bottom paint. Sausalito berth. 1/3 share: \$197/mo. Sacrifice \$4,000/B.O. 345-3001 Bob.

**ERICSDN 32.** One-half interest for sale. Excellent condition. Prof. maintained, recently surveyed, one owner (purchased 1979), mast & boom painted white. Upwind 35' transferable slip near YC in Berkeley Marina. Must be seen to be appreciated. (916) 966-1297.

**TRADEWINDS 31.** 1/2 partnership, sleeps 6, galley, 2 sinks, one head. Great location on South Beach, S.F. Autohelm, 5 bags of sails, many extras for cruising luxury. To the right partner for \$11,000. (415) 573-3328.

**AFFORDABLE FUN.** Partner needed to share Pacific Seacraft 25-ft. Comfy, dry & I do the maint. S.F. berth. P.S: If you called last month try again. \$80/mo. (415) 552-8523.

**PARTNER NEEDED FOR CLASSIC YACHT.** Looking for 1/2 partner in Cheoy Lee Lion 35. Bristol condition, f/g hull, VHF, dsl, autopilot, stereo, refrig, 6 sails, depthfinder, h/c press. water. Beautiful boat. Call Bob (415) 531-4817.

**MacGREGOR 25.** Partner wanted for this great trailerable, or will sell outright for \$7,000. Includes trailer, electric start 10 hp Evinrude, 4 sails, ap, epoxy bottom paint, Pop-top, retractable keel, head, etc. Berthed in Delta. Call (408) 274-1555. (July 4-13, call (603) 286-4919) Ask for Tom.

**RANGER 26 — 1/2 SHARE.** \$2,000 down, \$185/mo. Sausalito berth. Call Mark days (415) 431-3323; eves. 641-7102.

**PARTNERSHIP — SANTA CRUZ HARBOR.** Santana 27, i.b. eng., sleeps 4, large sail inventory. Wanted: 1 or 2 partners. 1/2 ownership: \$6,750 & 1/2 berth & maintenance; 1/3 ownership: \$4,500 & 1/3 berth & maintenance. (408) 458-0133.

### USED GEAR

**RETIRED PROFESSIONAL NAVIGATOR** wishes to sell Plath Sextant, Micrometer type, brass, 6x30 optic, excellent condition. \$600. George (415) 887-1775.

**STOVE, S.S. KENYON KEROSENE** with S.S. pressure tank, 2 burners & oven: \$500; Perko kerosene running lights, port, starboard, stern: \$30 each or \$75 for set. Unused charts for Alaska, East Coast, Indonesia. \$3.00 each. (415) 893-6261.

**MAST.** Hollow spruce from Cheoy Lee Off-shore 41. 52' long, 6x9 oval section. \$500. Tim (415) 883-6317.

**GRAY MARINE ENGINES.** Matching R&L drive 6-cylinder 208 hp Express 6427, 1:1 gearboxes, heat exchangers. Good condition. \$900 each. Stored in Sausalito. Call (415) 383-6900.

**FOR SALE: SEALAND MARINE** sanitation device model: travler 911-M2, 20.5"H, 19"W, 19.4"D. \$200. (415) 489-8187.

**40 HP MERCEDES DIESEL.** New: \$2,000; 65 hp Mercedes diesel, used: \$750 plus misc. parts. Jay (408) 723-1697.

**WATERMAKER — WINCHES.** Lewmar 43, 2-spd 43:1 primary winches: \$450 for pair. AMF 8 GPH watermaker: \$500. (415) 366-6163.

**23-FT MAST.** Wooden gaff rig with 12' boom. All hardware included with mainsail. Just refinished, 12 coats varnish. \$650. Call 327-6531.

**VOLVO-PENTA MD2.** 400 hrs. Flex coupling, shaft, props, FWC, parts, extras. Pumps just rebuilt. \$1,250/offer. (707) 557-3505.

**DIESEL WESTERBEKE 4-107.** 37 hp 2:1 transmission, freshwater cooled & in good condition. Incl. shop manual. \$2,250 or ? (415) 521-5186.

**FOR SALE: ZF TRANSMISSION: \$300.** Stainless 1 1/4" exhaust system flexible coupling, union, ls, 1 water jacketed pipe, 25% cost. Seagull electronic ignition: \$35; Marinetics Master switch: \$80; Circuit breaker: \$5.00 each; Isuzu fresh water pump. Frank (408) 423-4604.

**INVERTER/BATTERY CHARGER LIQUIDATION:** Why lug around a cantankerous generator when a solid-state inverter will produce 110v directly from your battery? Indispensable for running power tools, these are warranted, marine-grade units. \$220 w/o charger or \$250 with. (408) 373-6288.

**SPINNAKER POLE W/SHEETS, GUYS, ETC.** 12'2" spinnaker pole (dia. 2 1/2"): \$250. All sheets, guys, shackles, blocks, etc: \$75. (415) 239-2027.

**TRIMBLE MODEL 10A LORAN.** Absolutely the best. Paid \$2,600. Sell: \$750. Mint. (408) 353-3413.

### WANTED

**WANTED: SMALL HAM RADIO TRANSCEIVER** for cruising. Catamaran about 27-35-ft, like a Stiletto. Have for sale a PC computer system complete with software and printers. Cash or trades accepted. 234-3254.

**WANTED: TRAILER** for 26-ft Folkboat. To rent or lease/purchase. Need by late July for approx. one week. Call Brandon at (916) 662-6616 days; 662-0602 evenings.

**BOAT TRAILER WANTED** for 22-ft Catalina w/swing keel. (415) 352-3175 message or 828-2393 days.

**WANTED:** Pretorien 35 or Tarten 37. Will pay up to 65K depending on condition. Will consider Cal 39, 1976-1980 for up to 55K. No brokers please. (707) 935-1532. Call after 5 p.m.

**TRAILER FOR NOR'SEA 27.** Or trailer that could be modified. 8000# sailboat, beam 8', length 27. Must be tandem axle. Tom (916) 993-1153; message (916) 993-4148. Box 708, Loyalton, CA 96118.

**BOATSITTERS:** Father & son seeking liveaboard, ocean or Bay, on S.F. Peninsula anytime after 8/1/87. Terms open. Bob at (415) 565-1245 days; or (415) 349-7898 nights. Messages okay.

**WANTED: SMALL WOODEN SAILBOAT.** Along the lines of an Acorn or perhaps a Mermaid. 18-22'. Preferably carvel planked, relatively intact hull, rigging optional, sails unwanted. Herb (415) 332-7004, please leave message.

**LONELY LADY, SWF,** 24-years-old, desperately seeking correspondence with interesting persons. Sorry, correspondence with other institutions prohibited. Caitlin Wright, F.C.I. 160543-TB68L, P.O. Box 147, Lowell, FL 32663.

### ACCESS MULTIHULLS

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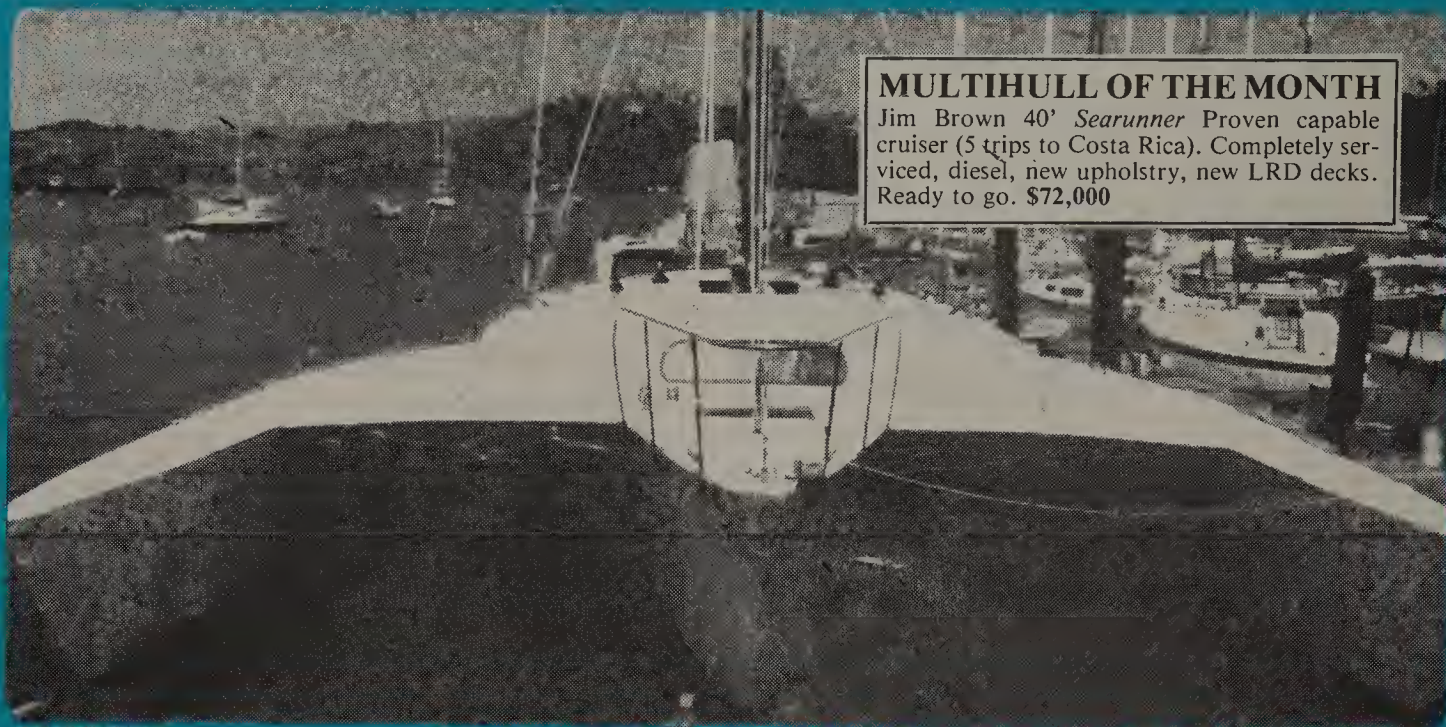
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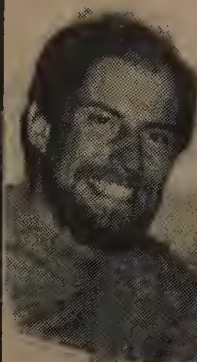
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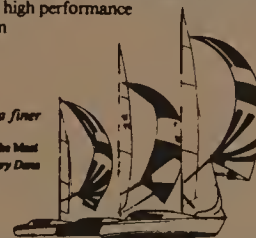
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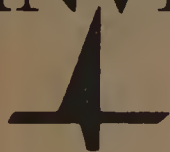
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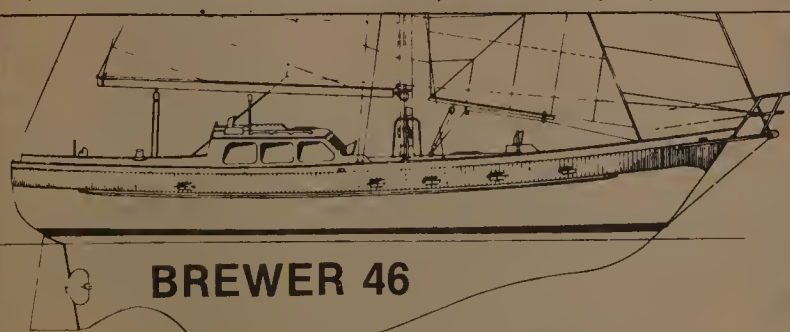
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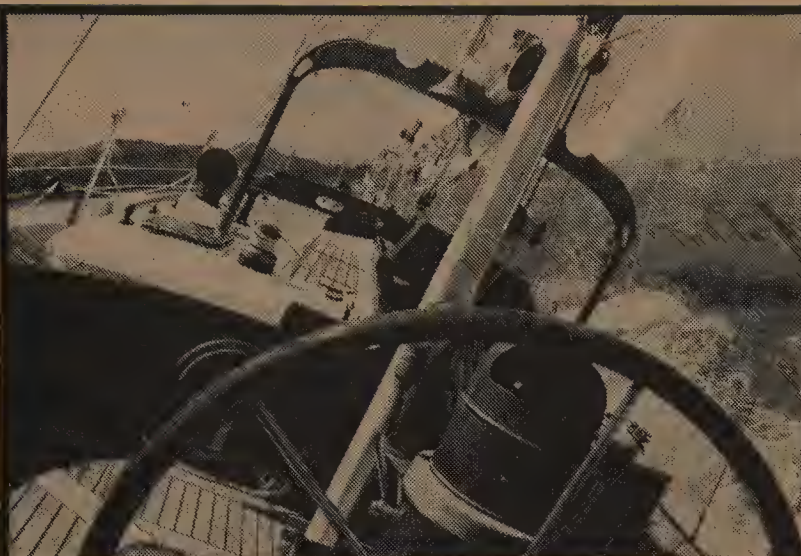


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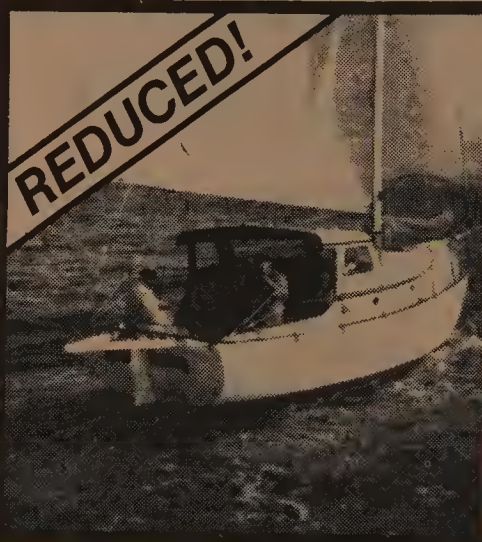
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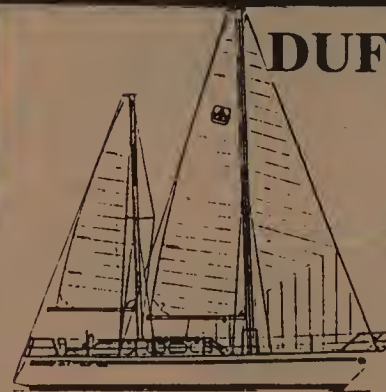


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SELLERS: If you own any well-built boat in good condition & want an honest and capable person to represent you during the problems of negotiation, financing, sea trial, survey, title transfer, insurance, property tax proration & the inevitable Snafu, please call & list your boat.

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SAUSALITO, CA (415) 332-8794

22'	Santana	3 available	'69, '79	frm	4,500.00
26'	Columbia MKI		1964		7,000.00
27'	Catalina	2 available	'71, '78	frm	16,500.00
26'	Ariel		1963		9,500.00
27'	Vega Sloop		1972		22,000.00
28'	Triton		1963		14,500.00
28'	Santana		1976		23,500.00
29'	Cal 2-29		1975		27,900.00
30'	Columbia		1972		25,500.00
31'	Mariner 31 Ketch		1971		30,000.00
32'	Traveller	2 available	'77, '79	frm	49,500.00
32'	Westsail		1974		40,000.00
34'	Cal 34	2 available	'68, '69	frm	32,000.00
36'	Islander		1976		51,000.00
36'	Magellan		1977		55,000.00
36'	Luders Yawl		1977		60,000.00
38'	Bristol 38 Sloop		1968		43,500.00
38'	Pacific 2/38 N.Z.		1978		85,000.00
39'	Cal 39		1977		69,000.00
39'	Freya 39	2 available	'78, '80		79,500.00
40'	Hinckley Bermuda 40 Yawl		1963		89,000.00
40'	Farr 40 "SAGACIOUS"		1984		125,000.00
40'	Cheoy Lee Midshipman Ketch		1975		80,000.00
41'	King's Legend Cruiser		1985		105,000.00
42'	Pearson 424 Ketch		1980		125,000.00
45'	Garden Porpoise Ketch		1977		145,000.00
45'	Lancer MS		1983		159,500.00
32'	Scheel Sloop		1966		24,500.00
35'	Garden Aux. Cruising Cutter		1979		55,000.00
35'	Cheoy Lee "Lion" Sloop		1956		38,000.00
40'	Sparkman&Stephens Aux. Yawl		1960		57,000.00
34'	Hunter Sedan Cruiser		1955		23,500.00
34'	Chris Craft Sedan				29,000.00
34'	Fairliner 340		1966		22,800.00
38'	Hunter Express Cruiser		1960		38,000.00
40'	Pilgrlm		1985		165,000.00

"... THERE IS NOTHING — ABSOLUTELY NOTHING —  
HALF SO MUCH WORTH DOING AS SIMPLY MESSING ABOUT IN BOATS."

## REPO HOTLINE

(415)  
523-8502

Size	Manufacturer	Year	Description/Comments	Value	High Bid
<b>POWERBOATS</b>					
18'	Seoswirl	SOLD	'85 Open bow, 170 V6 OMC, trailer	10,500	8,000
19'	Eliminator	'85	Ski, 454 Chevy, Berkeley jet	16,500	5,100
21'	Sanger	'69	Pickle fork ski boat, new trlr	5,000	900
25'	Bayliner	'79	Saratoga flybridge, 260 Chevy	13,500	4,000
32'	Broodwater	'74	Sptcruiser, 225 Chry., flybridge	32,500	8,500
47'	Boatel	'71	Houseboat, no 'engines	10,000	5,000
<b>SAIL BOATS</b>					
25'	Santono 525	'80	5 sails, speedo, head	12,000	6,750
25'	Yamaha	'78	4 soils, self steer., 8hp Yonmor dsl	16,500	4,000
27'	Bolbao	'81	Main/jib, 9.9 Johnson w/tonk	12,800	6,500
27'	Newport	'75	Main/jib, Atomic 4, speedo, tiller	24,500	
30'	Seidelmon	'79	Main/jib, Yonmar 15 hp, 110v	28,300	
30'	U.S. Yacht	'82	Main, 13 Volvo dsl, 110, whl	32,500	21,000
39'	Soverel Cstm	'80	IOR roce machine! Too much stuff!	65,000	27,000
41'	Islander Freeport	'76	4 sails, 100 Chrys. dsl, liveaboard	99,000	65,000

### SOON TO BE RELEASED FOR SALE

34' Tollycroft '85 virtually brand new. Released 8/87 value: 165,000  
Unless otherwise noted, all boats are located in our storage yard, or at our docks at Mariner Square in Alameda. **CALL IF YOU NEED DIRECTIONS TO OUR OFFICE (415) 523-8502**

PLEASE CALL TO OBTAIN THE LATEST RELEASES AND CURRENT BIDS FOR OUR POWER, SAIL, & HOUSEBOAT LISTINGS. TO BE PUT ONTO OUR MONTHLY MAILING LIST, COMPLETE THE FORM BELOW & SEND TO:

REPO HOTLINE, 2415 Mariner Square Dr., Alameda, CA 94501

Name: \_\_\_\_\_

Address: \_\_\_\_\_

Phone: (h) ( ) (w) ( )

I am interested in: Power ☐ Sail ☐ Price range

Length: (20'-25', 25'-30', etc.)

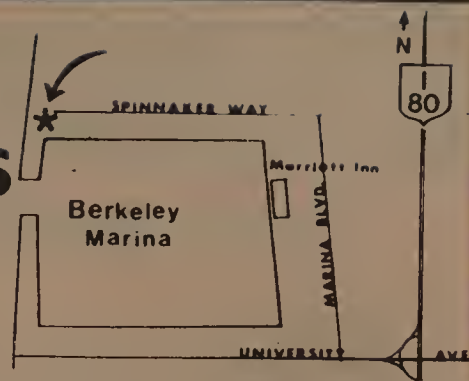
Type: (Fish/Ski, Cruise/Race, etc.)



# KENSINGTON YACHT & SHIP BROKERS

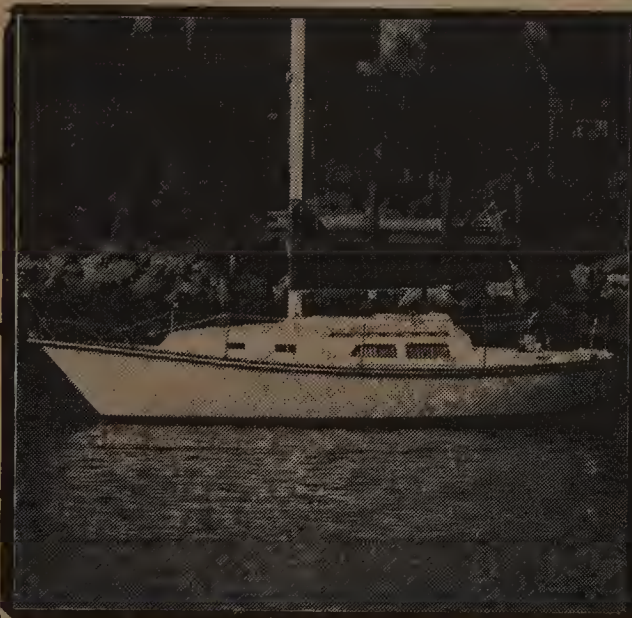
475 GATE 5 ROAD  
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**INTRODUCTORY SAIL-AWAY PRICES!**  
Including: electronics, sails, diesel power, safety package,  
commissioning and freight — and a ton of options!!

### CHOOSE FROM OVER 150 POWER & SAIL BROKERAGE LISTINGS

LOA	DESIGN	ASKING
20'	Marieholm sloop, '77, I/B dsl	\$9,000
22'	Santana, '71	4,500
22'	Tanzer sloop, '78. Shipshape	6,500
24'	J/24, '79. Six sails	11,000
25'	Catalina & trailer, '77. Swing keel	14,900
25'	Lancer & trailer, '78. Bristol	9,900
25'	Merit & trailer, '83. Race or cruise	18,000
25'	Nordic Folkboat, '60. Beautifully restored	7,900
25'	O'Day, '77. Spinnaker	8,995
27'	Coronado, '72. OMC I/B	13,000
27'	Ericson, '74	15,900
27'	Express & trailer, '82. Clean racer, 9 sails	27,000
27'	Vega, '71. I/B, rugged Swede, clean	16,500
27'	Watkins, dsl, '80. Bristol	29,000

LOA	DESIGN	ASKING
28'	Columbia sloop, '69. Atomic 4	12,000
28'	Islander, '75. Sausalito berth	28,500
28'	Santana, '76. Diesel, loaded	23,000
30'	Catalina	28,500
30'	Ericson, '68, bristol, Berkeley berth	24,900
30'	Fisher P.H. M/S, '78	55,000
30'	Pearson 303, '83. Dsl, wheel	49,000
32'	Ariel sloop, '79. Sausalito berth	39,500
32'	Downeast cutter, '76. Sausalito berth	54,000
32'	Ericson	24,000
32'	Traveller cutter, '77. Berkeley berth	44,500
33'	Hans Christian cutter, '81. Bristol	87,000
33'	Hunter, '77. Clean liveaboard	34,000
36'	Chey Lee center cockpit ketch, '76	67,000

LOA	DESIGN	ASKING
36'	Gaff cutter, '75. Ocean vet. Liveaboard	29,500
36'	Pearson 365, '77. Liveaboard, race/cruise	65,000
36'	S-2 (11 Meter) sloop, '80	67,000
36'	Yamaha sloop, '81. Race, cruise	79,000
37'	Gulfstar, '78. Great liveaboard	79,000
38'	Alajuela, '77. Loaded for cruising	79,000
39'	Freja	79,500
41'	Chey Lee ketch, '79. Clean, fast cruiser	80,000
41'	Formosa ketch, '72. Cruise/liveaboard	79,000
41'	Islander Freeport, '78. Liveaboard	100,000
41'	Newport-II, '83. Sausalito berth	82,000
42'	Passport cutter, '81. Cruise/liveaboard	92,000
43'	Westail cutter, '81. S.F. berth	120,000
60'	Gaff cutter, '11. Fully restored beauty	95,000

MOTOR  
SAILERS

GULF 27  
\$33,900

GULF 29  
dual helm  
\$40,900

GULF 32  
dual helm  
\$56,900

# MILANO YACHTS

**DISTINCTIVE NEW &  
PRE-OWNED CRUISING YACHTS**

## 'ANA MARIA'

## 1911 Gaff Rigged Cutter 60'

### A "Very" Proper Yacht for the Discriminating Yachtsman!

You may have seen this outstanding vessel in last years Fall Boat Show. HUNDREDS did, and fell in love! Now the Owner has decided that his business demands all of his time and the ANA MARIA is much too elegant to just sit at the dock. She needs, no . . . deserves . . . the smell of salt air and a freshening breeze to serve her MASTER well. So . . . her Owner has reduced her asking price substantially.

ANA MARIA was built in 1911 in Portsmouth, England. Made of solid teak, this classic was completely refitted and re-equipped when she arrived on the West Coast by a Danish Master Craftsman. Now she boasts a "turn of the century" pride of construction. "Beauty" takes on a whole new meaning.

If you're the type of Master who appreciates **real** quality and isn't stuck in a "plastic rut", ANA MARIA, with her rich teak and walnut paneling, crushed red velvet cushions, and true ships galley, will steal your heart away.

SHOWN BY APPOINTMENT ONLY, *THE PRICE OF HISTORY IS NOW ONLY:*

Ask for Jack Meagher

**\$95,000**



### MAJOR PRICE REDUCTION!

#### GREAT STARTER BOATS

★22' McGreagor . . . . . \$ 3,000	★26' Pearson . . . . . 9,000
★22' Santana . . . . . 5,250	★27' Coronado . . . . . 9,500
★23' Ericson . . . . . 8,500	★27' Buccaneer . . . . . 12,500
★24' Windward Sloop . . . 6,000	27' Cal 2-27 . . . . . 2 frm 16,500
24' Yankee Dolphin . . . 12,500	★27' Catalina . . . . . 11,000
25' Bahama . . . . . 9,800	★27' Ericson . . . . . 16,000
25' Pacific Seacraft . . . 22,000	★27' Newport . . . . . 20,000
★25' Cal 2-25 . . . . . 23,000	28' Islander . . . . . 2 frm 30,000
★26' Dawson . . . . . 18,000	★28' Islander . . . . . 34,500
★26' Columbia Mk II . . . 2 fm 7,900	29' Columbia . . . . . 18,000
★26' Excalibur . . . . . 8,000	30' Islander Mk II . . . . 28,000

#### C & C'S GALORE — RACE OR CRUISE

24' C & C . . . . . \$14,000	★34' C & C . . . . . 2 fm 56,000
26' C & C . . . . . 29,000	35' C & C Mk I . . . . . 39,500
★27' C & C . . . . . 25,000	35' C & C Mk II . . . . . 58,500
30' C & C . . . . . 38,950	★36' C & C . . . . . 69,500
30' C & C ½ Ton . . . . . 29,750	★40' C & C . . . . . 2 fm 110,000
30' C & C ½ Ton . . . . . 20,000	

#### CLUB RACERS — COASTAL CRUISERS

25' Yamaha . . . . . \$17,900	★31' Pearson 31 . . . . . 24,000
★29' Buccaneer 295 . . . . 17,500	★32' Ericson . . . . . 23,500
29' Ericson Dsl . . . . . 25,000	32' Ericson Dsl . . . . . 34,500
★30' Palmer Johnson . . . . 31,500	34' Hunter . . . . . 49,950
30' Newport 30 II . . . . . 31,000	★34' Columbia . . . . . 34,000
★30' Islander Bahama . . . 39,500	34' North Coast 10.3 . . 46,500
30' Ericson . . . . . 27,000	38' Catalina . . . . . 63,000
30' Pearson 30 . . . . . 26,800	

#### CLASSIC CRUISERS

★23' Bear Boat . . . . . \$10,500	31' Mariner . . . . . 33,000
★26' Nordic M/S . . . . . 20,000	★38' Alden Challenger . . . 68,000
★28' Cheoy Lee . . . . . 31,000	★60' Gaff Rigged Cutter
30' Steel Schooner . . . . 36,000	Shown by appt. only 95,000

#### EXHILARATING HIGH PERFORMANCE — RACE READY

24' Nightingale . . . . . \$ 9,500	★30' J-30 . . . . . 38,750
★24' Farr 727 . . . . . 8,500	★31' Peterson ½ ton . . . . offers
★27' Hawkfarm . . . . . 23,000	★33' Rodgers . . . . . 39,500
★27' Santa Cruz . . . . . 14,000	★33' Peterson "Stuff" . . . 33,500
★27' Contest . . . . . 17,950	★33' Peterson "Flyer" . . . 43,950
28' Mair Custom . . . . . 18,500	★34' Dash . . . . . 38,500
★30' Olson . . . . . 24,000	34' Wylie . . . . . 49,500
30' Custom ULDB . . . . . 23,000	36' Peterson . . . . . 62,500
30' Pearson Flyer . . . . . TRADES	55' Swede . . . . . 111,000

#### LIVEABOARDS — EXPERIENCED OFF-SHORE CRUISERS

★30' Bristol 29.9 . . . . . \$39,000	38' Morgan 382 . . . . . 69,000
★32' Challenger . . . . . 35,000	38' Downeast . . . . . 79,000
32' Traveler . . . . . 44,500	★39' Lancer M/S . . . . . 94,000
32' Westsail . . . . . 62,500	★39' Cal Corinthian . . . . 72,000
★33' Freedom . . . . . 2 frm 79,000	★41' Cheoy Lee . . . . . 99,500
★35' Bristol 35.5 . . . . . 2 fm 63,000	★43' Kettenburg . . . . . 62,000
36' Pearson 365 Ketch . . . 65,000	45' Explorer . . . . . 110,000
★36' Watkins . . . . . 77,500	★46' Formosa . . . . . 99,500
37' Rafiki . . . . . 85,000	46' Morgan Ketch . . . . . 150,000
37' Steel Cutter . . . . . 89,950	★47' Cheoy Lee . . . . . 115,000

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July 6-10**

**Hours: Monday thru Saturday 9-5  
Sunday Noon-5**

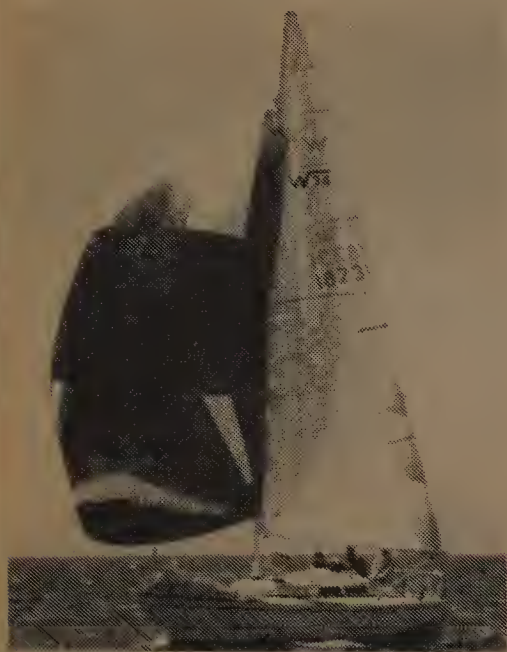


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1535 BUENA VISTA AVE. • ALAMEDA**

# MILANO YACHTS

**DISTINCTIVE NEW &  
PRE-OWNED CRUISING YACHTS**

## COYOTE



This 1980 Wylie 34 "COYOTE" has been carefully equipped and cared for by its original owner. Although she has been successfully raced in the bay and the ocean, her careful maintenance has kept her in perfect condition... even her mast has been redone. The versatile fractional rig allows for racing or cruising with excellent performance. Nothing was spared in sailing instrumentation and all electronics are in fine working order. Electronics include masthead wind instruments, speedo/log, depthsounder, VHF, Loran C and autopilot. There are nine bags of sails for bay and ocean conditions — the main and the number three are brand new! She is just great. See her at our docks now. Call Ed Milano. Priced at **\$49,500**

## Niagara 35 "GENESIS"



It is difficult to describe this fantastic yacht. The owner purchased her new and then equipped her for an extended cruise to the South Pacific. The Niagara 35 is built by Hinterhoeller Yachts in Canada, one of Canada's outstanding builders. In outfitting the vessel, the present owner followed the builders example and used top of the line products installed for ease of use in port and at sea.

The list of equipment and modifications is much too long to include here; the following partial list includes: Simpson Laurence #555 2 speed windlass—35 lb. CQR, 22 lb. Danforth, 600 feet of anchor rode—2 depthsounders—Alpha Marine autopilot with remote and wind vane—Halon fire extinguisher—diesel space heater—90 amp alternator for 3 105 amp house batteries—55 amp alternator for 100 amp engine battery—charging systems completely separate with controls for cross charging if necessary—propane stove—cabin electric fans—full dodger—full overboard safety gear—misc. custom wood work for storage of galley items.

Sails: Main (triple stitched, 100% jib, 135% Genoa, 70% Jib, Storm jib, Tri sail, Spanker.

An absolutely stunning yacht! Call Ed Milano for additional information.

**\$89,500**

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It's our full service and dedication to serving all of your boating needs that makes us the exception to the norm. We have the people, the knowledge and the desire to assist you in finding "just that right dream." Remember "Brokerage is our Business," who better to serve you than an office with a single purpose.—Ed Milano

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### CHEOY LEE 28 — 1972

Center board sloop. Classic little cruiser in perfect condition. Teak decks with a comfortable cockpit. Large interior with lots of storage. Hot & Cold pressure water, dinette, all new fabric cushions, neat as a pin. Fresh water cooled Volvo diesel engine. Cheoy Lee quality in the perfect size for two. Call Ed Milano for details.

**\$31,000**



### CATALINA 38 1985

Fully equipped all gear up graded by the present owner. Teak and Holly cabin sole, Teak interior, fabric cushions. All lines lead aft, Hood foil system, Signet 1000, 1500 and 2000 instruments, Main, 3 Jibs, Spinnaker, Hydraulic backstay. She is in great condition.

Call Ed Milano for details.

**\$63,000**



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# KERMIT PARKER YACHT BROKERAGE

San Rafael Yacht Harbor 557 Francisco Boulevard,  
San Rafael, CA 94901



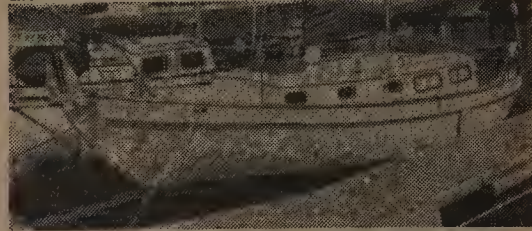
## (415) 456-1860



**25' FRISCO FLYER.** Teak, 20 hp I/B, spinaker, full cover, dinghy. **Asking \$7,995.**



**24' CAPE DORY Pocket Trawler.** 1984. Westerbeke dsl FWC 230m range. Teak interior w/large dbl & shower. Teak cockpit & trim. A real jewel. **Asking \$31,500.**



**32' ARIES Sloop.** Westerbeke dsl, VHF, DS, KM. Fiberglass version of wooden classic. Trad. double ender w/excellent sailing capabilities. **Asking \$39,500.**



**TRADEWINDS 33 M/S.** All teak hull, Ford diesel, Loran, SatNav. Just completed 4 year extensive cruise. **\$28,500/Offers.**



**32' TUMLAREN Class Sloop** (large version). Traditional Scandanavian design. New diesel. A real eye catcher. Two boat owner *must* sell. **Reduced to \$19,900.**



**40' SPARKMAN & STEPHENS Yawl.** Westerbeke diesel. Double planked teak/cedar. 16 bags sails, dinghy w/OB, vane, dodger. **\$37,500.**



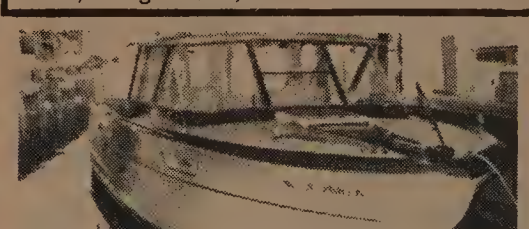
**36' VAN DER STADT Steel Cutter.** Dutch construction. Loaded for cruising including Loran, SatNav, AP, Avon w/OB, 10 sails, dodger. **Try \$45,000.**



**38' KETTENBERG.** 1st in class '87 Master Mariners Regatta — we told you she was fast! Very clean & well maintained. A lot of boat for **\$19,900.**



**35' MARINER Ketch.** Traditional Garden design cruiser. Perkins diesel, 10 bags sails, dinghy. **\$34,500/Offers.**



**26' CHRIS CRAFT COMMUTER.** 1957. All traditional. Twin screw, VHF, DS, stereo, levelers. Covered berth. **\$15,000.**



**26' McGLASSON BAHAMA Sloop.** Honda OB, VHF, DS, full keel Bay or potential pocket cruiser, very similar to International Folkboat. Owners transferred, must sell this month. **\$6,500/Offers.**



**CAL 28.** New inboard, VHF, depthsounder, KM. Sleeps 6, dinette, spacious cockpit. **\$10,950.**



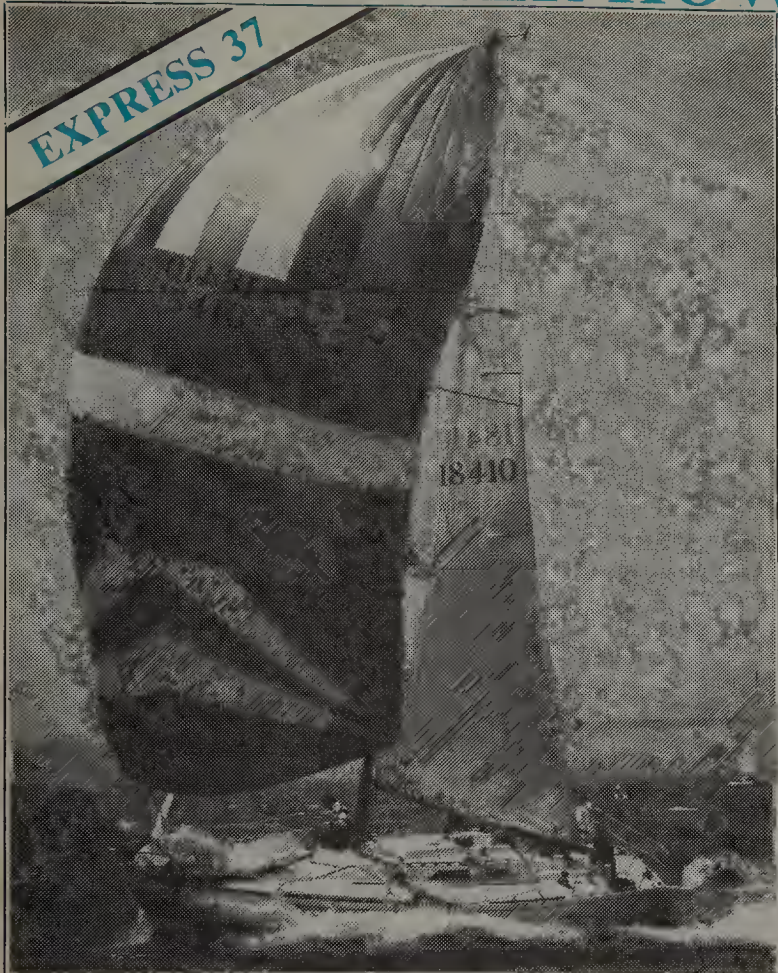
**40' VAN DER STADT F/G Ketch.** Imported from U.K. Atlantic vet. Sleeps 8. Absolutely loaded w/cruising gear incl. radar, liferaft, Avon, forced air heat. **\$79,000/Offers.**



**30' CHEOY LEE BERMUDA Ketch.** Herreshoff design. All teak hull, VHF, DS, RDF, vane, dodger, full cover, all new rig & sails '84. Clean. **\$27,000/Offers.**

**OVER 100 ADDITIONAL LISTINGS • SLIPS AVAILABLE • CALL OR VISIT OUR SALES DOCK TODAY!  
WEST COAST'S CRUISING SPECIALISTS SINCE 1956**

# NO MATTER HOW YOU LOOK AT IT



EXPRESS 37

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## EXPRESS YACHTS: THE SAILORS CHOICE

EXCLUSIVE CALIFORNIA DEALERS FOR EXPRESS YACHTS

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# City Yachts

San Francisco's Yacht Broker since 1969

**32' VALIANT.** Bob Perry design. Sturdy cruising boat used very little. In excellent condition, recent epoxy bottom job, seller will consider a smaller boat in trade or property. Make offer.

**37' EXPRESS.** Full race inventory but has never been raced or abused. Maintained in bristol condition. Seller's have moved up to a new Nordic so it's priced to sell, HURRY at only \$110,000. this boat is going to sell fast.

**55' FELLOWS & STUART KETCH.** This sturdy yacht has thousands of miles under her keel. Recently returned from the S. Pac. and ready to go again. Meticulously maintained, she's for sale at a very attractive price. Call for more details on this rare find.

**43' HATTERAS.** Huge aft deck w/enclosure. J&T diesels provide plenty of power for fast trips up the Delta. Impressive inventory including liferaft, whaler, autopilot, dual VHF's, radar, windlass, outriggers, the list goes on. Asking only \$169,000.

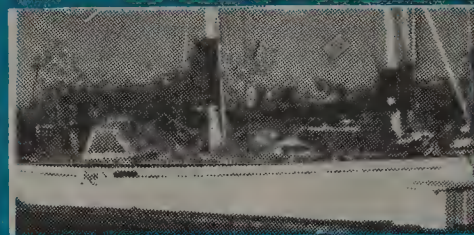
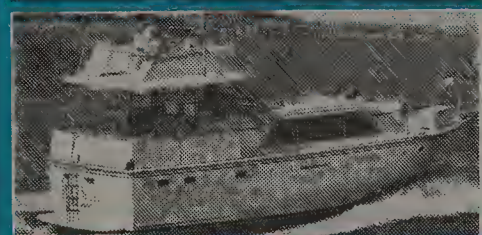
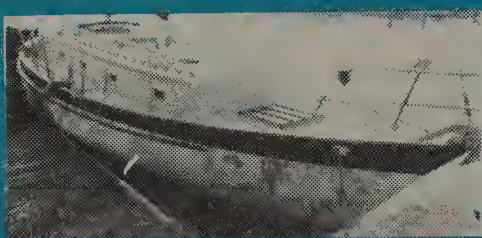
**48' NORDIC.** The ultimate in a New Boat! Built for the knowledgeable yachtsman. Custom design and watch the building of your own boat, then embark on a once in a lifetime adventure cruising the Pacific Northwest. Also available in 50' and 52'.

## SAIL

30' CATALINA	32,000
33' RANGER	34,000
33' C&C	29,950
34' WYLIE	48,500
36' ISLANDER FRPRT 2 frm	60,000
36' ISLANDER	56,500
37' SOVERAL	39,500
38' ISLANDER	110,000 *
38' CATALINA SLOOP	69,500
39' FREYA	79,500
39' CAVALIER (NEW)	OFFERS
39' WESTSAIL CUTTER	79,900
40' CHALLENGER	89,000
40' MORGAN KETCH	70,000
40' ACAPULCO	89,500
40' NORDIC	160,000
40' GULFSTAR	84,995
41' NELSON/MAREK slp	OFFERS
41' ISLANDER FREEPORT	95,000
42' PORPOISE KETCH	125,000 *
44' PETERSON 3 frm	110,000
45' FUJI KETCH	149,900
45' PORPOISE KETCH	125,000 *
47' VALIANT	275,000
48' PILOTHOUSE KETCH	275,000 *
50' SANTA CRUZ	169,000

Plus Many Others

\* San Francisco Berth Included



**53' HATTERAS** Make your dreams come true with this truly better than new yacht. Just a little over two years old, this yacht has only 600 hours on the engines. Capable of accommodating 6 in three staterooms with three full heads. This immaculate vessel is perfectly suited for either long distance curising or weekend retreats up the delta. Available for \$250,000 less than replacement this boat is a must see. Seller has purchased a larger vessel from us and will consider offers.

**44' CT CUTTER.** Modern design and lots of room describe this 3 year old cutter. Large salon, 2 heads w/showers, 2 private staterooms and a huge galley make for great comfort at dock or at sea. Priced at only \$108,000. It will not last long.

**50' DAVIDSON.** "Great Fun", Professionally refinished from top to bottom with many upgrades. Better than new and now ready to go out there and WIN! Trimble, B & G 290 system, very complete inventory. Ideal for TransPac, Big Boat & Mexico. \$125,000.

**44' ALDEN** Only two years old. One of the finest yachts in the world. The definition of grace and tradition. Fully equipped from autopilot to life-raft. Maintained to the highest standards. If you wish the best, 'Savoir Faire' should be on the top of your list.

**40' PETERSON** Handsome and sturdy racer/cruiser. Unbelievable inventory! 14 sails, SSB, Trimble, Fax, Sat nav, Autopilot, microwave, and lots more. Comfortable interior with aft cabin and huge nav station. Priced very competitively at \$85,000. Will consider trades.

**34' NORDIC.** Incredible NEW design by Bob Perry. Built in the Nordic tradition with no skimping on the details. Every appointment done to perfection. Call us today about our special "cost-plus" savings package available on the first boat delivered on Bay.

## POWER

21' STARFIRE	\$24,000
30' TROLLER	48,000
30' CLASSIC FAIRCHILD	49,950
33' PACEMAKER	15,000
34' RIVA	125,000
34' CLASSIC CRUISER	42,000
35' VIKING CONVERTIBLE	104,000
36' GRAND BANKS	47,500
41' MOTOR YACHT	159,000
42' PRESIDENT SF	186,000
42' HATTERAS LRC	169,000
43' HATTERAS MY	169,000
43' HATTERAS MY	225,000
44' PACIFICA SF	240,000 *
44' PACEMAKER SF	129,000
50' OCEAN	250,000
52' BLUEWATER	170,000
53' HATTERAS MY	565,000 *
55' STEPHENS CRUISER	125,000
57' DAYTONA YF	309,500
58' HATTERAS MY	265,000
63' FLYBRIDGE MY	290,000
70' HATTERAS CMY	895,000
90' MOTORYACHT CON.	375,000 *
96' BROWN MY	585,000

Plus Many Others

\* San Francisco Berth Included

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*ESB 18E*